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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2.*

THERE ARE MANY ROUTES TO THE CONTINENT. Some prefer air travel, others sea and train. There are pros and cons in each and seasoned travellers learn by experience how to so perfect their arrangements that they are assured of the maximum of comfort. Discerning cross-Channel voyagers, for example, make a point of staying overnight in Dover or Folkestone and then on to the steamer, where you can be comfortably esconced in your seat or cabin prior to the arrival of the boat train.

How smug we felt the other week as, after a most comfortable night at The Burlington Hotel, Folkestone, we had a leisurely morning doing last-minute shopping, lunched on terra firma in the hotel's Bay Tree Grill, took a taxi to the harbour and were so ahead of the boat train that the passport officer had time to smile and wish us a most pleasant holiday.

We recommend The Burlington Hotel, Folkestone, not only on going to and returning from the Continent, but to all, during these coming winter months, who may be in need of a very comfortable place in which to convalesce or appreciate that, as a safeguard to health, a short stay at The Burlington would be a profitable investment compared with an enforced visit to a nursing home.

Folkestone's Burlington Hotel has a great air of quality. A pleasant voice will answer your telephone enquiry for reservation (the telephone number, by the way, is Folkestone 4663) ; on arrival you will find the hotel staff on their toes and all well qualified for their respective duties.

A perceptible air of quality pervades the furnishings, furniture and decor and with regard to the catering you are more likely to praise than find fault with the *à la carte* meals in their Bay Tree Grill.

The Burlington is not too huge to be impersonal, and not too small to be unable to have a thoroughly qualified manager and staff. Certainly it is a pleasant thought (for I am writing this in the Austrian Lake District) that The Burlington will be our first stop on our return to England.

On such occasions as we travel abroad we never cease to wonder how Britishers can level such adverse criticisms about British hotels. Compared with Continental hotels (even those of international standards) the better British hotels compare most favourably with their competitors of a similar grading on the Continent.

Our first few nights in Austria were spent in Salzburg and we stayed, as we would advise you whenever you visit this home town of Mozart, at The Goldener Hirsch, in the heart of old Salzburg. Its owners, as their folder states, " cannot describe the difficulties in 1947 and 1948 of transforming this historic but dilapidated old tavern into an hotel to which one might invite the most discerning of guests from home or abroad." How well they have succeeded ! The Goldener Hirsch guest lives in the true Salzburg with food and service of the first order. Yet in furnishings and general appointments Continental hotels are often far behind their British counterparts. We could not help comparing The Goldener Hirsch (The Golden Hart) with The White Hart at Lincoln and even smaller, The White Hart at Lewes, Sussex, and at Godstone, Surrey. Here are our impressions of The White Hart at Lincoln which we stayed at earlier this year.

Soft lighting, antique furniture placed to advantage, well-furnished and deep-carpeted, centrally-heated bedrooms, many pastel-toned private bathrooms and the apparent smooth running on oiled wheels give The White Hart such an air of serenity that tourists to Britain are often loud in their praise.

Fortunate is Lincoln, steadily growing in industrial importance, to have such a first-class hotel. Such an atmosphere and good taste provide the right setting for business executives to entertain and house their prospective clients.

A sure sign of good management is a long-service staff. Dining in the elegant restaurant, we were glad to see that Tom, the head waiter, is still there, and to the *Chef de Cuisine*, to Tom and his office waitresses and waiters we give our acknowledgement for a piping-hot meal, beautifully cooked and served ; and writing of Tom reminds us that Great Tom, who struck the hour in the still watches of the night, is now silenced by courtesy of the Dean and Chapter.

Standing in the shadow of the cathedral's west front, The White Hart is within a few paces of the ruins of Lincoln's Castle, a vantage-point from which to get a panoramic view of the Lincolnshire Fens and Wolds.

By the time these lines appear in print, the Fall of the year will be over. The last leaf will have fluttered to the ground in the Vienna Woods, Hyde Park and the New Forest.

Winter lies ahead and it is good to feel that British hotels of every grade can offer us so much material warmth and comfort. Earlier in this article I wrote of the quality note to be found at The Burlington, Folkestone. Close-carpeted bedrooms, comfortable lounge space, toilets in private bathrooms (almost unknown in Austria), soft, yielding mattresses are all features we look forward to on returning home.

The motoring organisation's method of grading by stars has its good points but is often not properly understood. In quality, I place the following hotels all in the same category, irrespective of size :—The Burlington, Folkestone ; Cooden Beach Hotel, near Bexhill ; The Dudley at Hove ; The Carlton at Bournemouth ; The Belmont at Sidmouth ; The Imperial and Grand Hotels, Torquay. I could, of course, add to the list but they will suffice as indicative of a standard of comfort and quality that one does not seem to find except in Britain.

AMBERLEY, Glos. MOOR COURT HOTEL
600 ft. up in the Southern Cotswolds, has a great appeal for winter residence to country-house and garden-lovers. Own farm. Golf Links adjoining. Table licence. Write Mrs. B. H. England for brochure. Tel. : 2283.

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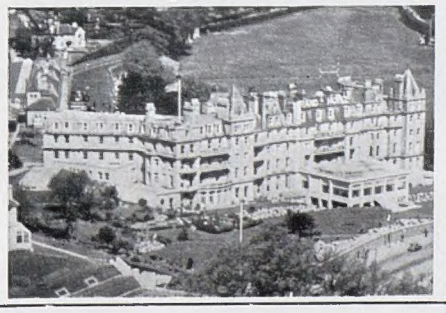
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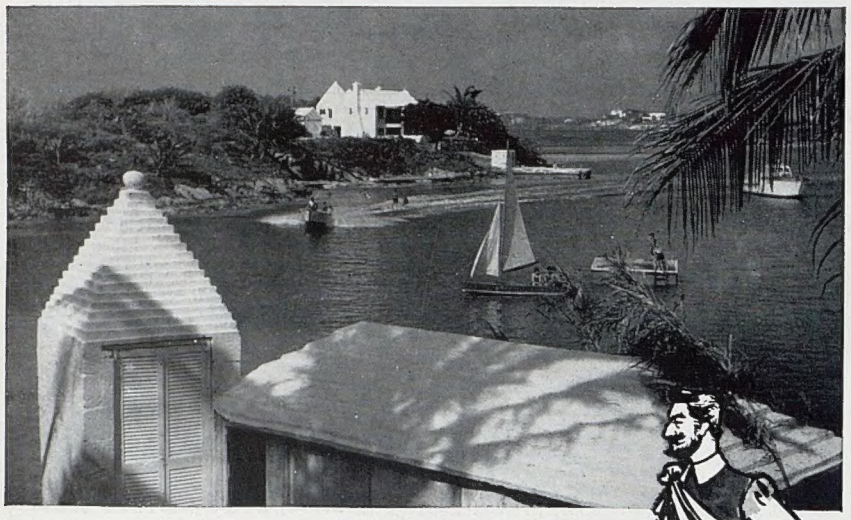

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Have a word with your travel agent—or get in touch with the Bermuda Travel Information Office, Rex House, 6 Lower Regent Street, London, S.W.1.

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Please send me information about Bermuda and how to get there.

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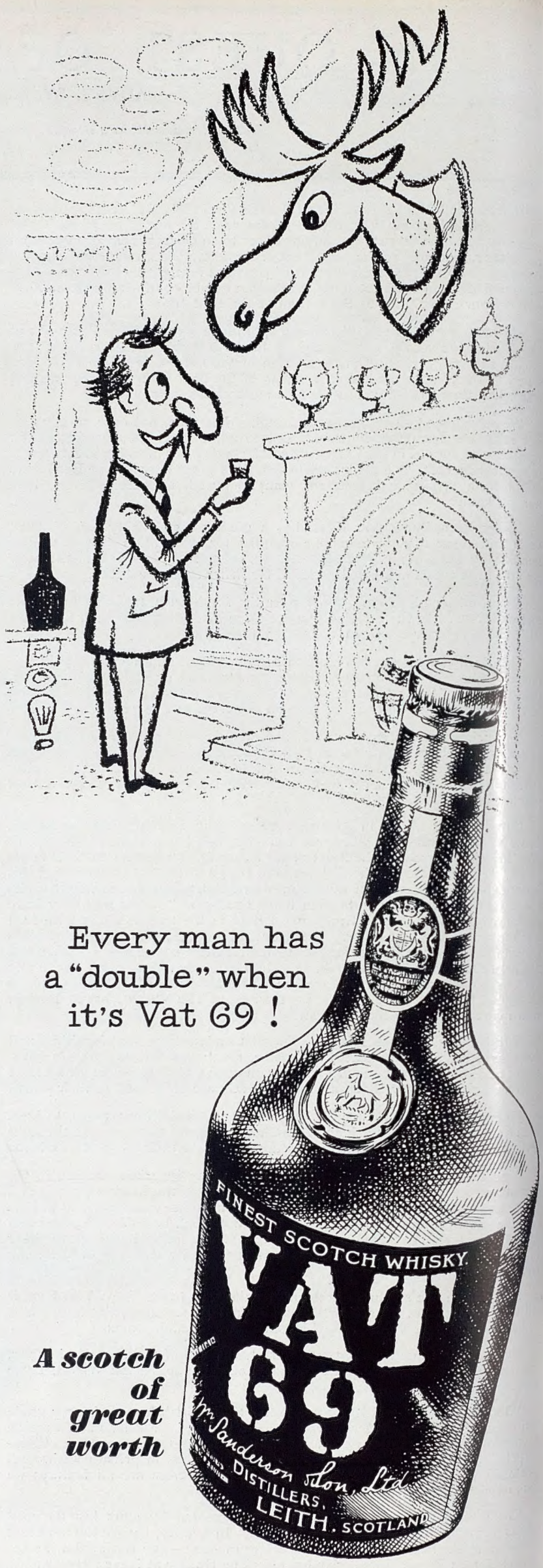

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The SPHERE, London, November 9, 1957

The SPHERE

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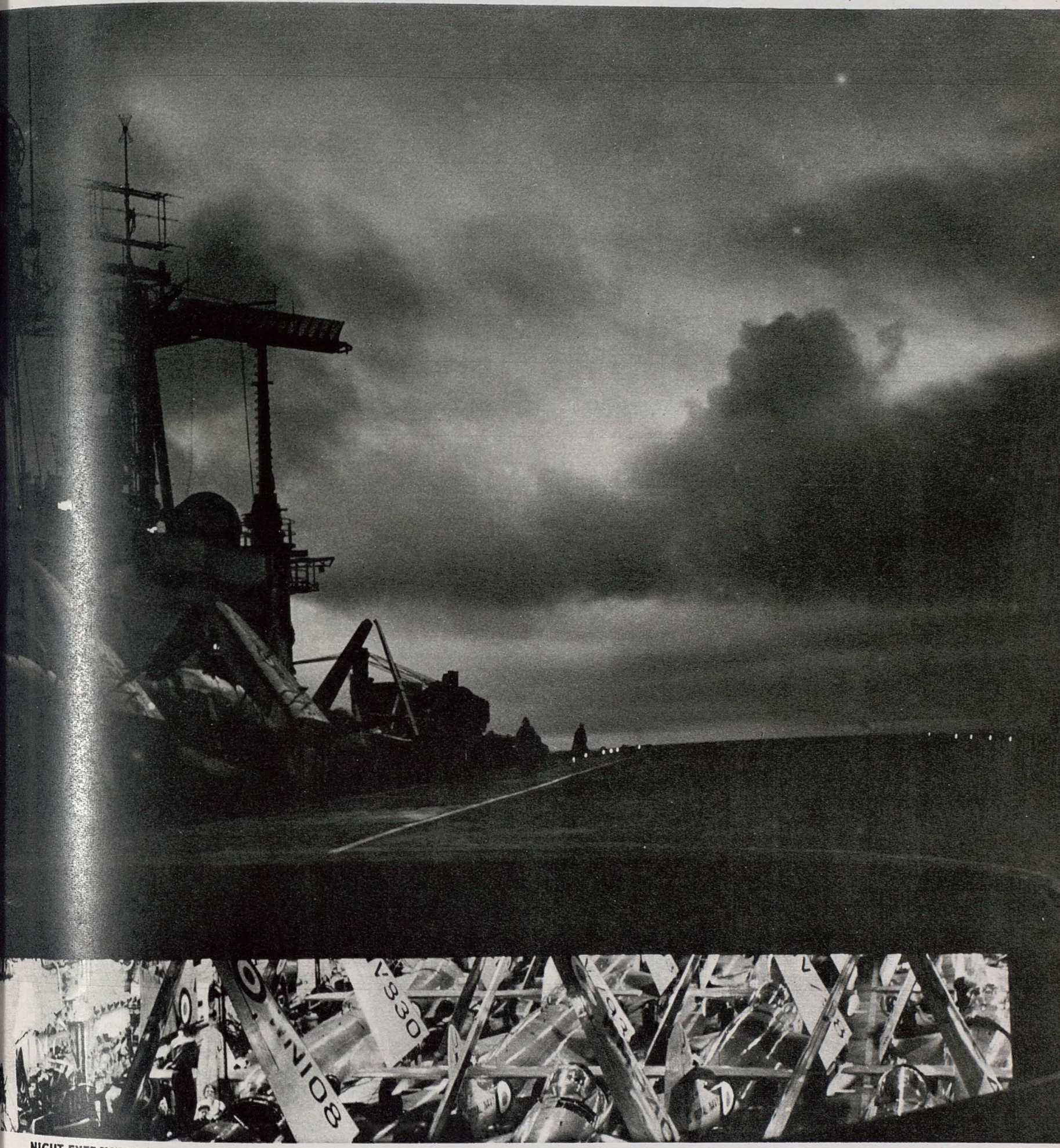

NIGHT EXERCISES ON A BRITISH AIRCRAFT-CARRIER—THE LIFT IS LOWERED TO SHOW AIRCRAFT WITH FOLDED WINGS BELOW DECKS OF H.M.S. "EAGLE": Other aircraft are lying on the deck, which is marked by lines of sunken lights for landing direction. *Eagle* was taking part in the day and night routine flying exercises carried out by an Anglo-Dutch task force in the western part of the English Channel last week. The carrier is shortly to undergo extensive modernisation.

In the Channel exercise the main ships involved were Britain's two largest warships—the 46,000-ton carriers *Ark Royal* and *Eagle*, and the 22,000-ton carrier *Bulwark*. Also taking part were the Dutch cruiser *De Zeven Provincien* (11,926 tons), the Dutch destroyer *Drenthe* and two new British frigates, *Puma* and *Scarborough*. Particular emphasis was laid on night flying, which had been limited by bad weather in the large-scale NATO exercise "Strike Back." In the darkness of the Channel last week, Sea Venoms, Gannets and Sky Raiders, with Royal Naval Air Service or Dutch pilots, were among the aircraft which carried out five nights of intensive exercise in take-off and landing. Catapults launched the planes from the carriers. The mirror sights, in which the pilot keeps a horizontal series of lights on the flight-decks in alignment to ensure a safe touch-down, proved most satisfactory for the returning aircraft. On some occasions they were coming in every few seconds to the decks. The exercises during daylight were also most useful. (Further pictures of the Anglo-Dutch exercise in the Channel are on page 215.)

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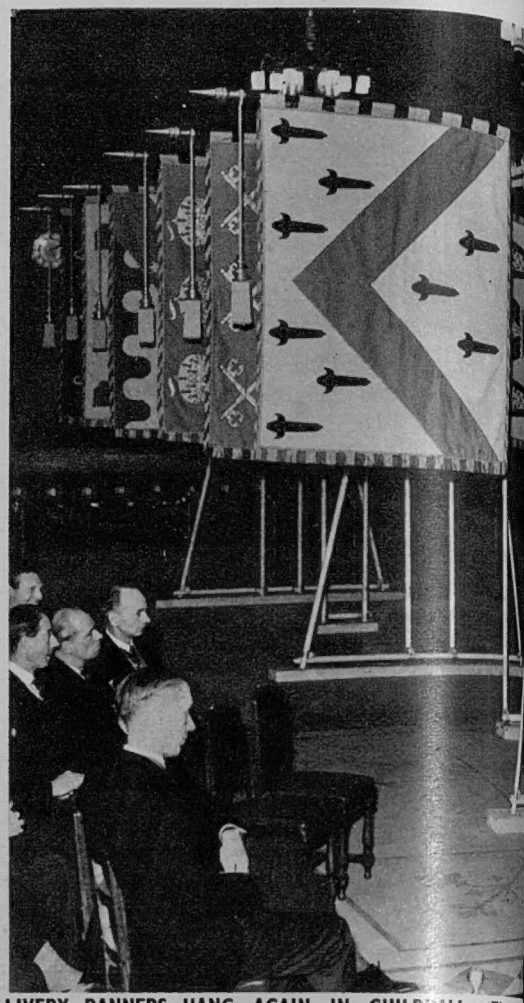
CLASSES IN SEAMANSHIP ABOARD "CUTTY SARK": Beneath figureheads from old sailing ships students listen to a lecture below decks in the famous clipper at her permanent berth at Greenwich. The pupils, from many different walks of life, are all amateur yachtsmen. They take classes in navigation, chart work and meteorology.



LIVERY BANNERS HANG AGAIN IN GUILDHALL: The L livery companies for the presentation o banners bea banners hung in Guildhall from 1910 t 1953. Then t

A London Newslette

195-198, S AND, W.C.2

Zhukov Mystery.—The riddle of Zhukov's dismissal from the Defence Ministry has been chiefly mysterious to me (who never saw the 'ooves of the 'osses beneath the Iron Curtain) because of the importance attached to it by people "in the know," such as Eisenhower and Dulles. You and I can only judge of Kremlin "shuffles" in the struggle for power by their effect on relations with the West and on events outside the Holy of Holies. The dethronement of Stalin, for instance, was to bring about a new atmosphere. But it didn't . . . even in Hungary. On the contrary, it carried Stalinism down to the Mediterranean. Accordingly, we are inclined to regard any Kremlin shuffle as merely one more battle in the everlasting campaign for power in Russia—the "cult of personality" condemned for its better attainment—and we dismiss each such shuffle as no more likely to alter relations between East and West for the better than any which preceded it. They can hardly be worse. Amurath to Amurath succeeds and nothing comes to gentle the almost continuous beastliness of the Kremlin's relations with their satellites and with the Western democracies. Hoist or booted, Zhukov's future seems of no importance outside the Kremlin—to you and me. But those who should know more may well presume that relations with the Kremlin *can* grow even worse.

Ipswich.—The Ipswich by-election result proved a rather less clear pointer than did Gloucester's. Few by-elections in recent years have been so assiduously campaigned or have provided candidates with such match-winning qualities. Mr. Foot, representing the sitting Party, had obvious claims to be a good and experienced Parliamentary representative with all the prestige of recent by-election reaction from Toryism to give him assurance of holding the seat. But for the fact of his too-recent conversion from what was once the true faith of Ipswich, he would have started and finished an odds-on favourite. That chink in his armour encouraged the other two candidates to dream improbable dreams. Both were admirable candidates. Mr. Cobbold is a Suffolk man whose family have long been identified with Suffolk business, sport and society, an employer of labour in a big way and a popular employer; a nephew by marriage of the Premier, to boot. Miss Sykes had, in her year of adoption as Liberal candidate, created a legend for herself, for sheer pluck, drive and magnetism. Her supporters believed that nothing was impossible for her and that she must fall heiress to every vote lost to Mr. Foot on account of his "ratting," to every wobbling vote and to the bulk of the sentimental or personality votes, for which every by-election is remarkable. The big guns were massed for the battle and fired their salvoes, howitzer or long-range. But, in the way of shells, when the dust settles, the bulk of them are found to have caused no loss of life to political convictions; merely made dents in the ground. In such by-elections, it usually happens that, when the captains and the kings depart, the tumult and shouting dies, the customary mid-term reaction against the Government in power continues, and men and women vote, or are too lazy to vote, as they always do, or, as seems most likely, to advance their personal and local aims. So it was at Ipswich. But it was all very exciting, and Miss Sykes' remarkable poll probably owed as much to her personal magnetism as to the flowing tide of Liberalism. Or more. Her success will obviously encourage the Liberals to contest every possible seat at the next General Election in the hope of obtaining some decisive weight in the balance. Whether their hopes are justified or not, the Tories will be the chief sufferers.

The Test.—The first test has swiftly followed the Government's latest promises to screw their courage to the sticking-point and act at last with a stern determination to check the Rake's progress of inflation. The latest wage claims, no doubt, are unlikely to reach a decisive stage this year, and on the face of them must be regarded as bargaining counters of the "Oriental bazaar" sort—the builders' little demands in particular. But the nationalised industries are largely involved and the Government to-day are one of the largest employers of labour. Another huge addition to the overhead of the public services, inevitably involving still higher costs of services to the public, is simply unthinkable if the Conservatives have hopes of another term of office. It is unthinkable if the Ministers who at Brighton made their bold promises of resolution can once more stand aloof, as for many years they have stood aloof, leaving it to "the good sense of the people of this country," playing for present safety—the blind safety that avoids tackling a vital issue to gain a breathing-space and a patched-up peace that is no peace but an invitation to further aggression. "Making war on the Trades Unions" is a charge that has terrified them and softened them to jelly. "The good sense of the people of this country," at any rate, has never preferred such a charge, and will not do so, if the Government, at long last and at whatever risk of temporary unemployment, setbacks to production and fierce controversy, act on their declarati that here a now the Rake's progress must be ha d and an e made to "peace in industry at any price." Mr. Macmill must, of course, continue to employ ever means to bri the two opposing camps in industry tog her and to se the co-operation of the unions. He ll never do with soft soap and nice formulæ. He must put hea into his depressed supporters, not leas in the union into hard-pressed managements and into he chief victim the general public.

Absentee Landlords.—To mak money scare is but a first brush in the battle against inf tion. Monetar control will never teach the unions hat everlastin demands for more pay for no more outp t are sawing the branch they sit on. Neither will it be done by wor ing parties exploring avenues. There is not *time*, a anyway, every stone has been turned and re-turned the last ten years. The Government are leading employe of labour. The Tories were put in power to lead the nati out of the pit of bankruptcy. In both capacities th have to-day a last chance to honour their trust by givi a lead, re-establishing confidence in this country in t eyes of the world, in the efficiency of government the nation's eyes and in the worth of Conservatism in t eyes of their supporters. If they fail, they fall like Lucif The Nationalised Boards are their stewards and agen of these "national trust" properties. It is up to t Government to act in relation to their stewards mo directly and vigorously than do absentee landlords wh prefer another climate and another way of life. Wha can they do with the latest demands from the nationalise services? They can at least see to it that any new arbi tration award, mathematically based on increased cost o living (if it has increased since the last award), shall no be met by the public who use the services and already carr the working deficits. Any increase granted must be at th cost of reduced services and consequently cuts in th labour force. And such "tampering with full employ ment" is likely to be used as a rallying-cry to strikes and sympathetic strikes. It is a nettle which must be grasped and now. The time is past for words and promises, fo soft soap and dilly-dally. However it goes, the taxpaye foots the bill for some time to come. At the time o writing, Mr. Thorneycroft *has* declared this intention and Mr. Wilson *has* preferred the expected charge of "Wa on the Unions."

The Rt. Hon. St. George.—Last week at a Press conference at Carlisle, Lord Hailsham, the voice of Conservatism, the "busiest man in the Party," an nounced his own agenda for the next six months. He

RATES OF SUBSCRIPTION TO "THE SPHERE"

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yor of London thanks the representatives of ir arms. Apart from the war years, the livery re taken down for the restoration of the Great Hall.

THE LORD MAYOR OF LONDON AT A CEREMONY IN ESSEX: The procession leaves the abbey church of the Holy Cross and St. Lawrence, in the town of Waltham Holy Cross. Sir Cullum Welch, the Lord Mayor of London, is behind the Mace and the Sword Bearers. He had presented to the town the armorial bearings recently granted by the College of Heralds.

nd the Government are out to kill the dragon of the ost of living—an all-out fight for the value of the pound broad and for its purchasing power at home. If that attle is lost, Lord Hailsham admits in advance that the overnment will have failed in their mandate. It is a whale f an agenda for one man and one Government concen- ated into six months and for Lord Hailsham it is not e only item. He is prepared for an inestimable number f private tilts. He has appointed himself—and most dmirably—the Queen's Champion. A word against the ueen and a thousand swords will leap from his scabbard. doubt whether even one will be needed during the next alf-year. But that is not all. He has appointed himself ne champion of the Ministers, the Tory Party and the hole nation. His swords will leap out to avenge a itical word against all and any of these, though the itic be head of a friendly Power or of an enemy Power, trade union boss or a columnist in search of copy, dvertisement or circulation. He is going to have his ands full until next spring, for (if he did not exaggerate t his Press conference) he has undertaken to scotch the alienable right of democracy to criticise its Government nd has negatived off his own bat a right which Cabinet Ministers have always upheld and endured philosophically. t. George, indeed, is more than a champion. He is a ictator. Whether his threats will deter the columnists emains to be seen. If they do, our newspapers will be ull reading. There will be nothing left them but crime nd sex. The big fight he has announced—the fight gainst inflation—presupposes the end of mere words nd the beginning of vigorous action. The success of his rivate tilts must depend on the power of his erbal ripostes, for even the Lord President annot hale critics of the Government to prison ithout the O.K. of the law. And hard words, as rule, break no bones. But he will keep himself usy and the nation amused throughout the dull inter months, if we can take his *dicta* as fairly eported and no empty threats.

Reform of the Lords.—By a matter f hours the Government has redeemed a promise ith a token. Proposals for the reform of the Jpper House were promised when the Conserva- ives took office, and I think Mr. Macmillan nherited that promise from Sir Anthony and back o Premier Salisbury. Last week the Govern- ment's sketch of their proposals was tried out in he Upper House as a straw in the wind to letermine Party feeling. For me it is just too soon or definitive comment, but the proposals do not ppear to go nearly as far as prophets foretold. The bones and beak of the proposals seem to be he creation of an additional number of life peers male and female) which would (or might one day) ave the advantage of strengthening the Labour Bench in that House—a much-needed reform if the Socialists are not to lay more violent hands on the Second Chamber when they come to power. Feeling has certainly altered on the question of the value of a Second Chamber. Many once-strong opponents of the Lords on the Labour side now accept the value of a Revising Chamber, provided that Chamber never seeks to regain any of its lost powers. But the best hope for permanence of two-Chamber Government demands much more drastic proposals for reform. Modern democratic thought turns more and more against the hereditary system. Obviously the creation of life peers is the cardinal item in any scheme of reform, but in it should be included the right of hereditary peers to elect to sit (if they can) in either House and a plan for election by the hereditary peers of a proportion of their number to sit and legislate in their House. The House of Lords as constituted has worked very well in recent years, solely because less than 25 per cent. of its potential regularly attends and that percentage has been best qualified for the job. Merely to increase the potential by increasing the life peerage ratio would have no immediate effect on fairer Party balance and would leave untouched many democratic dislikes and anxieties. In the changes and chances of political life, the only Second Chamber that could be regarded as safe from unscrambling would be one accepted now by both main parties as handy in size, decreasingly dependent on the hereditary principle, reasonably balanced among parties and representative of as many major interests in the nation's life as possible. A House composed 60 per cent. of dead wood can have no assurance of permanence. Some burning issue might always rally the backwoodsmen with devastating constitutional results.

N.B.—Lord Salisbury's larger plan published in *The Times* the day following the debate, more or less exactly confirms the views I had previously expressed above.

"In the Nude."—Woburn Abbey is a pioneer among the great houses which draw a revenue from the visiting public in providing attractions for old and young, far beyond and outside the features provided by art, architecture and nature. As a chart shows, it is well-served with "paddle-ponds" and all the fun of the fair, and abounds in "Gents" and "Ladies." As a result, the takings are good. Next year's special feature, announced by the British Sun-bathing Association, will be bound to evoke public interest. The Duke of Bedford will receive and act as host to the Sixth World Naturist Congress. It will be held out of doors in August, if the weather be fine, and the delegates will be "in the nude." If the weather is inclement, they will go to work inside the Abbey and illogically put their clothes on. But, indoors or out, the Duke will *not* be "in the nude." There will be a German Youth Choir to sing, and a dance in the Abbey (clothes optional). My chief quarrel with nudists is in the phrase "*in the nude*." If only they would not shy away from the word "*naked*" . . . But perhaps that phrase is a euphemism of the sensational Press which cannot bear to shock its readers with so vulgar a word as "naked." A preview of the kind of unorthodox dress which the Congress delegates may wear if the weather is unkind or the public too much interested was supplied by a B.S.B. delegate called Diogenes. His hair hung to his shoulders, his beard was a "beaver-plus," he wore a pink, open-necked shirt, blue satin shorts, pink ankle socks and black shoes. Let us hope that he won't need to don these garments, that August will smile and 1958 show the Duke at the top of the list of winning owners, where he deserves to stand.

AT A MILITARY OCCASION IN SCOTLAND: Three of those who attended the recent 51st Highland Division Dinner are seen here. They are, from left to right, Air Vice-Marshal A. McGregor, Colonel A. R. Bain and Colonel W. Drummond. The dinner was at the Gleneagles Hotel, Perthshire.

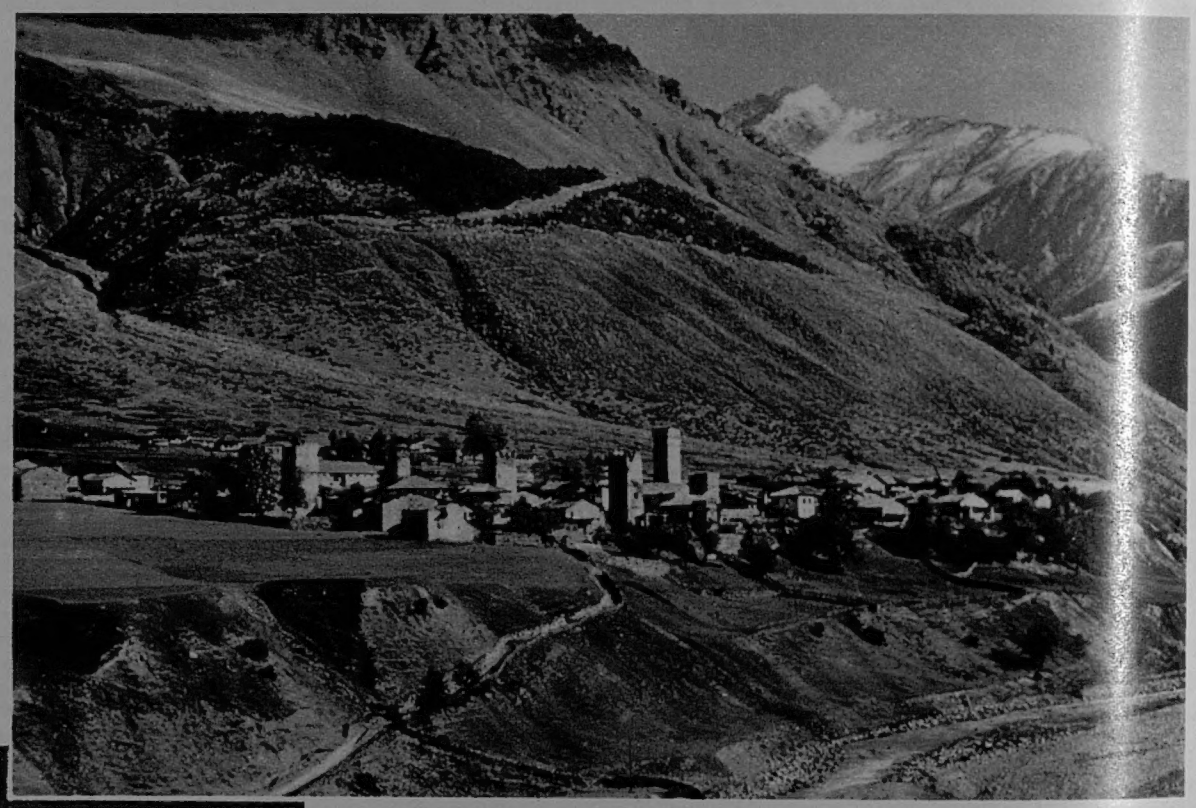
Coals to Newcastle.—The means to produce coal enough to supply the needs of all home consumers have not yet disappeared from Britain. The loss of a valuable export and the cost of importing coal are due to our inability or reluctance to use the means. What coal has meant and still means to Britain is, no doubt, of far higher importance than is wine to France. But French wines are a very valuable export, none the less. And now suddenly France must import large quantities of foreign wines to supply her own needs. An accident of the weather last year seems to have caused this. Frost and mildew played havoc with the grapes and as a result there will be a very substantial deficit in home needs. Yet only last year there was a big surplus for export (if possible) and for conversion to industrial alcohol. Spain, Turkey, Bulgaria and Yugoslavia are to make up France's needs. Her best foreign buyers must presumably write off the 1957 vintage from their cellar books.

THE OLD STAGER

THE ROUTE TO THE HIGHEST PEAK IN EUROPE: This view of Mount Elbruz, the highest mountain of the Caucasus, shows a trail of footsteps leading to the summit, which stands at 18,481 ft. Although in the past few years the peak has been scaled by hundreds of Russian mountaineers, Mrs. Dunsheath is the first non-Russian to have been granted permission to attempt the peak for twenty years. The mountain stands a little to the north of the main chain, in the Kabardin autonomous republic of Russia. It consists of two extinct volcanic peaks and was first ascended in 1829. Mrs. Dunsheath made her assault on the ice-clad summit at the beginning of last month. She was accompanied by a guide from Moscow and at Mount Elbruz was joined by two local Russian climbers. When she returned to London last week Mrs. Dunsheath said that the climb was not technically difficult but was made under very wintry conditions. On the final day of the ascent she set out with the experienced Russian climbers from Refuge 11 (seen at the bottom right of this page) situated at 13,000 ft. Their journey to the top and back was made in fourteen hours. Mrs. Dunsheath, a member of the British Ladies' Alpine Club, led a women's expedition to the Himalaya last year. Mount Elbruz is characterised by its glacier and snowfields.

ASCENT OF MOUNT ELBRUZ

A British Woman Climbs the Highest Peak in Europe



ONE OF THE REMOTE VILLAGES IN RUSSIA: When Mrs. Dunsheath passed through the tiny and remote village of Cholashy, situated in Svanetia, a small republic of Georgia, she was the first foreign visitor the villagers had seen. Altogether Mrs. Dunsheath spent a month climbing in Russia. Her home is at Abinger Hammer, Dorking, Surrey.

THE VICTORIOUS PARTY: Mrs. Dunsheath is standing second from the left. On her right is Eugene Gippenreuter, a guide who accompanied her from Moscow. Standing on her left are two local Russian climbers. *On right*—A view of Refuge 11 at 13,000 ft. It was from this hut that the final stage of the climb was made.

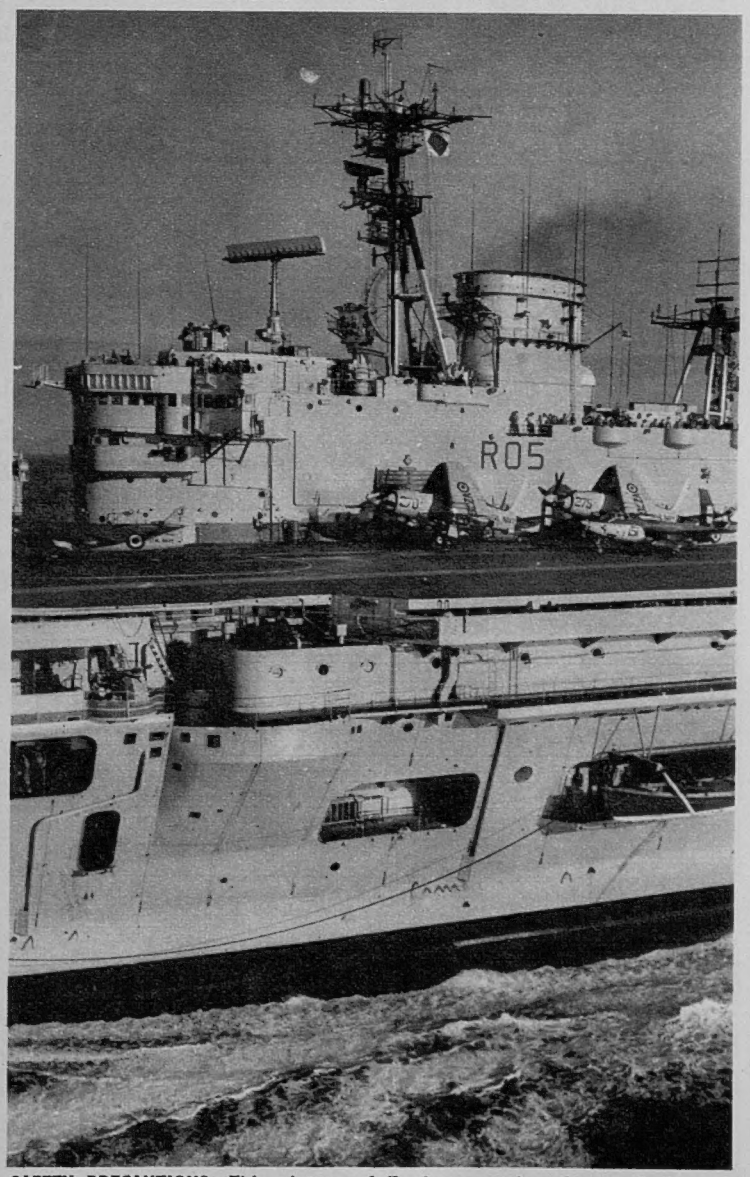
NAVAL FLYING FROM A BRITISH CARRIER: H.M.S. *Eagle*, sister ship of *Ark Royal*, sails in the English Channel during the routine day and night flying exercises last week. Over the 46,000-ton vessel, Gannets of the R.N.A.S. fly in close formation. From the "island" or nerve centre of the ship, star-shells are being shot to indicate the "overshoot procedure" to pilots landing. The helicopter on the right is "pick-up guard," hovering in case of accidents. With *Eagle* in the exercise were *Ark Royal* and another carrier, *Bulwark*. Their escorting vessels were British and Dutch. The aircraft in the three carriers were supplemented by a Dutch squadron from the Royal Naval Air Station at Culdrose, in Cornwall, and by Venoms from Merryfield, near Taunton. *Eagle*, which was completed in 1951, will not be undergoing the refit scheduled for next year. Instead an extensive programme of modernisation will be begun in 1959 and take three years to complete. There will be important changes on the flight-deck to enable her to launch new aircraft capable of carrying nuclear weapons.

"ROUND-THE-CLOCK" SEA EXERCISES

Day and Night Flying by an Anglo-Dutch Force in the Channel

THE MIGHT OF THE ROYAL NAVY: Aircraft are massed on the flight-deck of H.M.S. *Eagle* in the western area of the English Channel and overhead is a Venom. The ship carries a mass of intricate equipment on the superstructure of her "island" and below her flight-deck.

READY FOR A NIGHT FLIGHT: A Gannet prepares to take off in the dark from H.M.S. *Eagle*. During the exercise in the Channel special attention was given to night flying. Mirror landing sights reflecting lines of deck lights were the main aids for the pilots coming in.



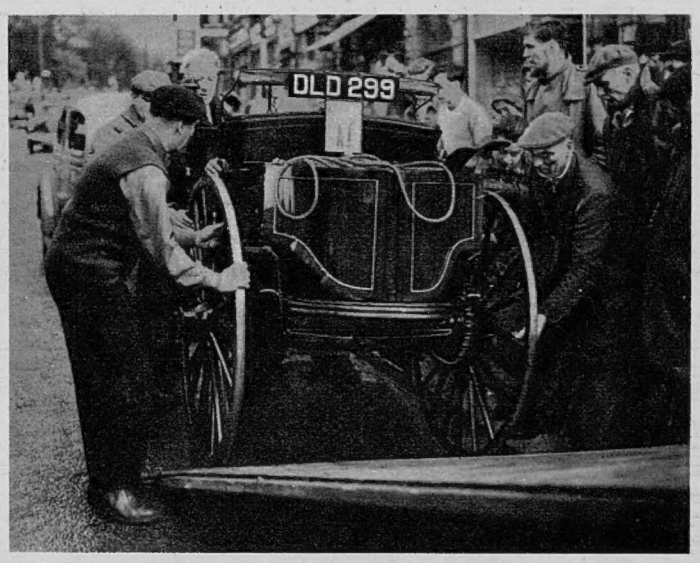
SAFETY PRECAUTIONS: This picture of *Eagle* was taken from a helicopter hovering close beside her. The role of the aircraft was "pick-up guard" to deal with accidents occurring in landing on the flight-deck.

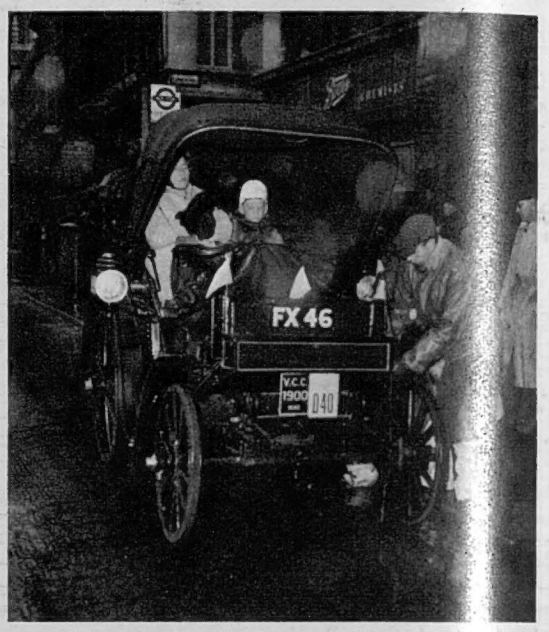
ON THE ROAD TO BRIGHTON

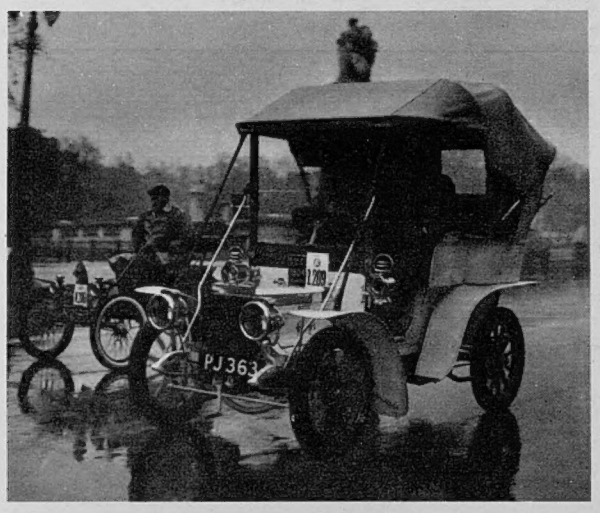
The Annual 50-mile Veteran Car Run Takes Place in Bad Weather

LINING UP FOR THE START: The competitors prepare to move off from Hyde Park at the start of the 50-mile run to Brighton. The car in the foreground is an 1894 1½ h.p. Benz of the dog-cart type.

AN EARLY CASUALTY IN THE R.A.C.'S VETERAN CAR RUN FROM LONDON TO BRIGHTON: Mr. Geoffrey Edwards is attending to his 1904 Star on Westminster Bridge after it had broken down shortly after the start of the run from Hyde Park. There were 236 entrants in the 50-mile run and 214 starters, of which 190 finished the course within the time limit to qualify for a commemorative plaque. Although a few other cars did finish the course they were among those which did not sign on at Hyde Park and consequently did not receive the plaque. The bad weather which had prevented some cars from starting persisted throughout much of the day. At Brighton the first car to finish the course was the 1903 De Dietrich entered by the Shuttleworth Trust and driven by Mr. L. A. Jackson. The journey took 2 hours 21 mins. The last car to cross the line within the time limit was the 1903 White Steamer, driven by Mr. A. J. Betteridge, of Southampton. He had been delayed by a shortage of water.







AT THE ROADSIDE: *Left*—**The 1888 Roger-Benz, the oldest car in the event, is being loaded on to a lorry at Purley after colliding with another car. It was entered by the Science Museum and driven by Mr. C. F. Hunter.** *Right*—**Mr. N. R. Cole has stopped to attend to his 1900 Benz Dog-Cart near the Houses of Parliament.**

On left—

OVERTAKING: Mr. R. W. Brown (left), of Chorlton, Manchester, in his Orient Buckboard (1904), overtakes Mr. Francis Davis, of Burgess Hill, Sussex, in his 1904 Peugeot. Many of the veteran cars in the run had neither hood nor windscreen.

JOURNEY'S END: A big crowd watches the 1904 S.H.E.W., driven by Mr. G. F. Kendrew, of Morton, Stockton-on-Tees, passing the finishing line at Brighton. The run is not classed as a race. *On left*—**A 1902 Benz is seen at speed as it passed through Purley.**

THE NEWS IN PICTURES

TOWARDS THE END OF THE FRENCH CRISIS?: ***Left, above*****—Posters on a wall in Paris urge the population to take action to finish the long governmental crisis, which at the time had lasted over a month.** The appeal is for Life, not Death, to France, and the punishment of those responsible for the lamentable situation. There is also an appeal to "Save French Algeria." Violence and killing among the various rival Algerian terrorist groups in Paris has grown recently at an alarming rate. *Right*—M. Felix Gaillard talks to reporters outside the Elysée Palace of his hopes of forming a Government. By last Monday he was reported to have been assured of the support of both Socialists and Independents in his planned broad coalition. He was due to ask for acceptance by the Assembly on Tuesday, his thirty-eighth birthday. There were strong hopes that he would receive a majority and that France would at last have a new Government.

MARSHAL ZHUKOV BEFORE HIS FALL: This picture was taken at Tirana Airport, in Albania, during his last official duties before being dismissed as Minister of Defence of the Soviet Union. He is seen being greeted by Enver Hodja, the Secretary-General of the Albanian Communist Party. It was on Zhukov's return to Moscow from his tour of Albania and Yugoslavia that a brief announcement was made that he had been replaced as Minister of Defence by Marshal Malinovsky. For some days there was wide speculation about what had happened to him. Then it was officially stated that he had been dismissed from his Ministry and from his top posts in the Communist Party and made a confession of "errors."

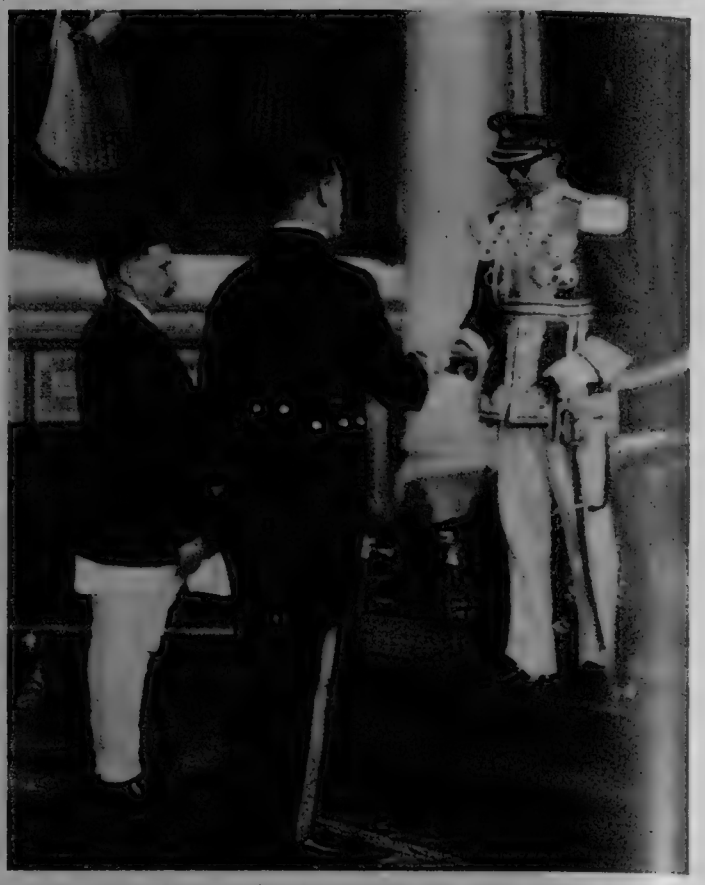
THE PRESIDENT OF ISRAEL SPEAKS AFTER THE OUTRAGE IN THE ISRAELI PARLIAMENT: Isaac Ben-Zvi addresses the Knesset in Jerusalem. He had just been sworn-in for his second term of office as President of the country. Two days previously a bomb had been flung in the Knesset while it was in session. Five ministers were wounded, three of them seriously. Mr. Ben-Gurion, the Prime Minister, Mrs. Meir, the Foreign Minister, and Mr. Moshe Shapiro, the Minister for Religious Affairs, were all taken to hospital. Last week-end Mr. Shapiro was reported still to be in a very serious condition.

ARRESTED FOR THE BOMB-THROWING IN THE KNESSET: Moshe Duek, aged twenty-five, is taken handcuffed to a guard to the court in Jerusalem where he was charged with throwing the bomb in the Israeli Parliament and remanded for fifteen days. He is reported to be an Iraqi Jew without political connections and the police are said to be satisfied that there was no political background to the outrage. Mr. Ben-Gurion, when he was still in hospital because of his injuries from the bomb, wrote to the parents of Duek. He told them they were not to blame for the "abominable and senseless crime" and hoped that "no other harm will befall you or your children."

THE FOREIGN MINISTER LEAVES HOSPITAL: Mrs. Meir is on her way to convalescence carrying a bouquet presented to her by a student nurse. The Foreign Minister was one of the members of the Israeli Cabinet kept in hospital after the bomb explosion.

THE NEWS IN PICTURES

A LIBRARY SHATTERED BY A BOMB: A view of the interior of Usis Library, in Saigon, which was wrecked by a terrorist bomb placed behind the books on a shelf against the wall where a hole was blown through the librarian's office. The bomb exploded when the library was closed for lunch. Many hundreds of pounds of damage was caused and over 2,000 books and magazines were destroyed. In two other bombing incidents at Saigon on the same day, thirteen Americans and five Asians were injured.



THE FOURTH BRITISH AMBASSADOR TO NEPAL: Mr. L. A. Scopes presents his letters of credence to the King of Nepal at a ceremony in the Royal Palace of Katmandu. On the left of the Ambassador is the Prime Minister of Nepal, K. I. Singh. King Mahendra is wearing the uniform of the Supreme Commander of the Nepalese Army.

NEW EXTENSIONS TO THE RADIO-CHEMICAL CENTRE AT AMERSHAM: Lord Salisbury, who performed the opening ceremony, Dr. W. P. Grove (left), general manager of the Centre, and Sir John Cockcroft, Director of the Atomic Energy Research Establishment at Harwell, are looking at a "captive man" suit made of plastic. It is used by workers when servicing sources of high radioactivity.

AGROUND OFF THE IRISH COAST: The tug *Turmoil* helps to beach the 10,519-ton Panamanian liner *Neptunia* after she had hit a reef near Cork Harbour during her journey from Quebec to Southampton. The engine-room was flooded and her engines were put out of action. Her passengers were taken off but the crew stayed on board.

STEEPLECHASING AT ETON: *Above, left*—Prince Richard of Gloucester (on left) rounds a bend on the course of the junior race at the annual Eton College steeplechases. Among the other competitors taking part in the junior event were Prince Richard's brother, Prince William, and Prince Michael of Kent. *Above, right*—Watched by a crowd of boys on the other side of the bank, a competitor in the senior steeplechase scrambles up the bank after having come to grief at a water-jump near the end of the course.

QUEUING FOR A NO. 77 BUS: Lifesize statues which formed part of the interior decoration at the Stoll Theatre, in the Kingsway, have been placed on the kerb near a No. 77 bus stop. They were put there, in readiness for collection by a removal lorry, by men employed on demolition work at the theatre, which is now closed.

THE NEWS IN PICTURES

VOTING IN THE TURKISH GENERAL ELECTION: The scene is at an open-air polling booth in Istanbul. As was generally expected, Mr. Menderes and his Democratic party were again returned to power as a result of the voting and in the new Parliament control about two-thirds of the seats. An important feature of the election was the great increase in the votes for the Republican Party, the main Opposition group. Although heavily outnumbered in Parliamentary seats, its leaders claim that in many of the voting areas the Democratic majority was slight.

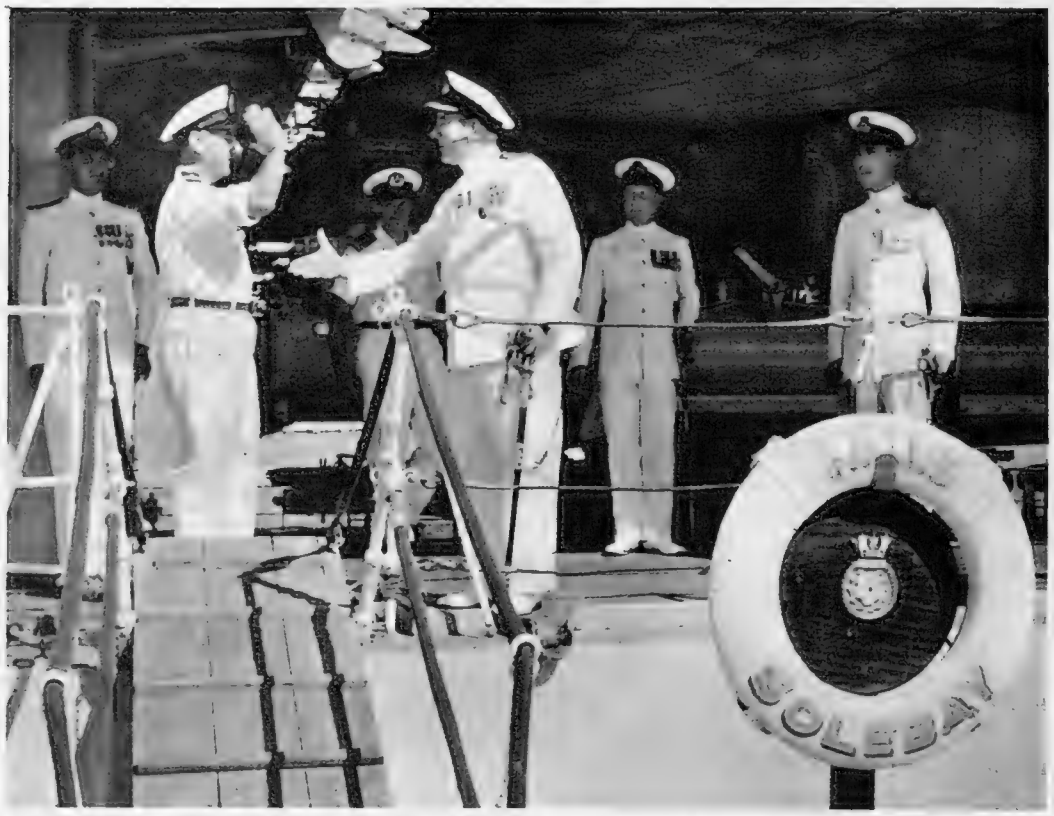
THE FUNERAL OF M. CHRISTIAN DIOR: A crowd is gathered outside the fashionable Church of St. Honoré d'Eylau, in Paris, for the requiem of the internationally-known French dress designer. M. Dior died in Montecatini, in North Italy, and his body was brought by air for the funeral in Paris. The burial was in the family grave at Caillan, in South France. Aged only fifty-two at the time of his death, M. Dior had made fashion history by introducing such innovations as the New Look, the H-Line and the Sack. The son of a chemical manufacturer who went bankrupt in the slump of 1930, he opened his own fashion house in the French capital in 1947.

On right—
MR. MENDERES AT THE POLLS: The Prime Minister and Leader of the Democratic Party casts his vote. After the election there were accusations by the Opposition that he had won by "fraud" and the "improper use of the army."

THE DUCHESS OF WINDSOR AT THE REQUIEM: She is accompanied by Mrs. Pamela Churchill as she arrives at the church in Paris for the funeral service for M. Dior, the fashion designer.

RIOTS IN CYPRUS ON A GREEK ANNIVERSARY DAY: Police move into action against rioters in Metaxas Square, in Nicosia. *On right*—Security forces clash with demonstrators carrying flags in the capital of the island. The outbreak of violence occurred on the seventeenth anniversary of Greece's rejection of the Italian ultimatum and her entry into the war on the side of the Allies. The disturbances followed church services, which had been permitted by the Government, and it was understood that the demonstrators were carrying out orders issued by Colonel Grivas, the EOKA leader. There were incidents in eight Cyprus towns and security forces used tear gas. Some injuries were reported but no deaths. It was not anticipated that these riots heralded further violence by EOKA. Its leaders were said to be waiting to see if there would be a change of policy after the coming change in Governors.

THE NEWS IN PICTURES



A BRITISH WARSHIP VISITS ISRAEL: *Above, left*—The Commander-in-Chief of the Israeli Navy, Commodore Tankus, salutes Captain Alexander, of H.M.S. *Solebay*. The British destroyer was on a courtesy visit to Haifa Harbour. Originally five British ships were scheduled for the visit, but the number was subsequently reduced to one to avoid any misunderstandings regarding British intentions in the present situation in the Middle East. On *right*—Commodore Tankus inspects a guard of honour on board H.M.S. *Solebay* as she lies at anchor in Haifa.

TITO CASTS HIS VOTE: The President of Yugoslavia holds his ballot card in one hand and offers his pen to his wife with the other in a booth in Belgrade during voting in the local elections there. The picture was taken on the day on which it was announced that Marshal Tito had cancelled all his visits abroad for the next few months because of a "sudden attack of lumbago." Among the planned trips was a visit to Moscow for the Fortieth Anniversary of the Bolshevik Revolution.

THE NEW GOVERNORS OF SAN MARINO: The two new Captains Regent of San Marino, Marino Valdes Franciosi (left) and Federico Micheloni, lead a procession from the Government palace, in the background, to the Cathedral of the city. Franciosi is a Social Democrat and Micheloni an Independent Socialist. They are the first non-Communist Captains Regent to hold office in this tiny independent state in the north of Italy for twelve years.

THE ENTHRONEMENT OF CAPE TOWN'S NEW ARCHBISHOP: The Most Rev. Joost de Blank, formerly Bishop Suffragan of Stepney, in the Diocese of London, is installed in St. George's Cathedral. At this point in the service he is receiving the homage of the representatives of the clergy of the Province of South Africa. The Archbishop's throne is on the right.

On left—**WALKING IN PROCESSION:** Dr. Joost de Blank, attended by two boys acting as cope-bearers, is seen walking in procession round the outside of the Cathedral. Among those present in the vast congregation in the Cathedral was the High Commissioner for the United Kingdom. During the course of his sermon, the text for which was "Beloved, let us love one another: for love is of God," Dr. Joost de Blank repeated a large part of his remarks in Afrikaans.

RUSSIA IN ANTARCTICA

The Soviet Base at Mirny is Probably the Most Extensive and Best Equipped Station Ever Erected in Polar Regions

REPORTS from Moscow last week stated that a team of twenty-seven Soviet explorers had covered 350 miles inland from the Soviet Antarctic base at Mirny. Its intention is to penetrate some 900 miles into Antarctica and establish a station for scientific observation at a point to be called *Vostok* (East) near the Geomagnetic Pole.

This is one of the many projects planned at Mirny. The base in Queen Mary Land, on the icy coast of the Davis Sea, is almost certainly unique in polar annals. No other expedition has ever been so extensively equipped or well provided. Mirny is in fact a small town.

Among its many buildings are an electric generating power station, a large wireless centre, several observatories, an operating theatre and a section for livestock, including pigs in styes. The expedition's living quarters are most comfortably appointed and the kitchens, fitted with numerous modern cooking devices, would do credit to a first-class restaurant. Close to the settlement is an airstrip on which lie a most impressive array of aircraft—helicopters and Ilyushin IL-12s. The latter are standard medium-range Soviet airliners especially adapted for polar conditions. There is a park for a variety of tracked vehicles and the Russian explorers maintain a large team of dogs.

Mirny, which is under the control of the Soviet Academy of Sciences, came into being in January 1956 and is one of the Russian contributions to the current International Geophysical Year. Most members of the original expedition were relieved by a second party and a third expedition is now on its way to the Antarctic from the Soviet Union in the motor-ship *Ob*. She has been fitted with a laboratory and given special equipment for this voyage. It includes an installation for launching meteorological rockets to investigate the upper atmosphere and a deep-water geological winch for oceanographic research.

The objects of the expedition are many. The exploration of the Geomagnetic Pole from the station *Vostok* is only one of them. Another party plans to go on 600 miles from *Vostok* and establish a research station *Sovietskaya* in the area of the Pole of Inaccessibility. This point is so-named because it is the centre of the largest unknown area remaining on earth. (The South Pole itself is the centre of the bottom of the globe but it is not the central point of what may be termed the Antarctic land mass.)

Among the other projects being undertaken at Mirny is a study of the manner in which masses of air circulate over the Antarctic. The knowledge gained should be of great assistance in weather forecasting. Glaciologists, too, are engaged on an important piece of research—the soundings of the ice to discover whether Antarctica is a frozen continent, as was believed until recently, or whether a new theory is correct—that it is an archipelago, a group of islands buried deep beneath the ice. This investigation is being undertaken by almost all the various expeditions in the Antarctic. The knowledge gained will be pooled and from it a general picture should emerge of the true structure of the 5,000,000 square miles of the South Polar regions.

On her voyage to the south, *Ob* is carrying tractors built to very particular design. It has been found that a tractor which works well enough on the Antarctic coast is not suitable for journeys inland, where the ice-crust is covered with dry crumbling snow sometimes several hundred feet deep. The caterpillars become stuck and, additionally, the thin air at the high altitude inland causes the engines to lose half their power. Soviet designers believe they have overcome these drawbacks with the types being taken to Mirny.

Some of the tractors are fitted with tracks over 3 ft. wide and all of them are equipped with air compressors, which should permit the engines to operate normally even at heights of 10,000 ft. A light but powerful type called the "Penguin" carries a heated cabin equipped with instruments for making scientific observations. If all goes according to plan, "Penguins" should drive right through to station *Sovietskaya* at the Pole of Inaccessibility.

Unfortunately, but understandably, Soviet intentions even in the field of science raise certain suspicions. Mirny has brought up the troubled question of territorial claims in the Antarctic. Queen Mary Land is claimed by Australia. When the Russians wished to set up their station, they asked for and obtained permission from the Australians to do so. But the grant was understood to be only for the duration of the period of the International Geophysical Year. Many who have visited Mirny or seen pictures of it are asking what are the intentions of the Soviet for the future there. Is it really intended to dismantle so splendidly appointed a station when the Geophysical Year is over?

The answer is that the Soviet Union is fully entitled under present circumstances to have a station in the Antarctic if it so wishes. Various countries, Britain, France, Australia and Norway among them, claim large tracts of Antarctica. But America makes no claim for itself nor does it recognise those made by others. This no-claim policy is also followed by the Russians. Incidentally, no Antarctic claim has yet been put to the test of international law. If it was, it is by no means sure that it would succeed.

THE LARGE SOVIET COMMUNITY ON THE ANTARCTIC COAST: The aerial view shows the extensive huts and installations of the Russian expedition for the International Geophysical Year spread out on the snow and ice at Mirny, in Queen Mary Land. The small town was constructed here nearly two years ago by agreement with Australia, which claims the territory. Among the objects of the expedition at Mirny are the exploration of the Geomagnetic Pole and the "Pole of Inaccessibility."

The fears regarding Mirny remaining a permanency are that it would be a base for Communist activities of all kinds in the far south of the Southern Hemisphere. Australia and New Zealand may well feel anxious at the prospect of what could be literally the coldest of cold wars. On the other hand, it may be argued by those who are not in the least sympathetic to Communism that to deny Russia a place in the vast expanse of Antarctica is somewhat ridiculous. Marxism is unlikely to appeal to ice and snow and seals and penguins.

Whatever is to be the future of Mirny, it can be reported that the Soviet scientists in Antarctica have frequently expressed their wish to work throughout the Geophysical Year in harmony with the other expeditions there. According to Moscow, an American scientist is with the Russians at Mirny and a Russian is with the American expedition in Little America. In our troubled, more temperate climes, we can perhaps take comfort from this example of international co-operation below freezing-point. (*Further pictures on following pages.*)

PANORAMA OF MIRNY—AN ASTONISHINGLY-WELL-EQUIPPED SOVIET SOUTH POLAR RESEARCH STATION: Left foreground are a number of tracked vehicles with dwelling huts behind. In the background on the airstrip are Ilyushin IL-12 airliners specially adapted for Antarctic conditions. Centre and right, numerous wireless masts, huts and installations have been erected, and on the right is a harbour which has deep-water facilities. Among other facilities is a hospital with a fully-equipped operating theatre.

MEANS OF TRANSPORT FOR THE SOVIET EXPLORERS: *Left*—A cable is hauled in from the diesel-electric ship *Lona* at Mirny. *Right, above*—In a snowstorm a man pulling a sledge stands near an IL-12 airliner. In their journeys into the interior the Soviet teams are planning to use tractors which have been specially designed to operate in crumbling snow and in the thin air of high altitudes. The "Pole of Inaccessibility" which some of the Russians are hoping to reach is so-called because it is the centre of the largest unknown area remaining on earth.

RUSSIA IN ANTARCTICA

SNOWED UP: Giving the appearance of a diver in his protective equipment against the freezing cold, a member of the Soviet expedition clears away snow from the roof of one of the observatories.

On right—

METEOROLOGICAL OBSERVATIONS: A scientist is about to let a balloon into the air so that the speed and direction of the wind can be ascertained by his colleague ready with the instrument.

THE ANTARCTIC CLIMATE WHICH IS NO RESPECTER OF POLITICAL CREEDS: Deep banks of snow have been driven by the icy blasts against a side of the observatory at Mirny and buried all but the roof. Such climatic conditions as these are experienced by all the expeditions anywhere in Antarctica.

A HUT IS MOVED ACROSS THE SNOW : Tank-like tracked tractors are moving the structure without dismantling any part of it. The wealth of the equipment and the extent of the community at Mirny has led to much speculation about Soviet intentions there. Under the agreement made with Australia, the area of the base has been granted only for the period of the International Geophysical Year. Many people are wondering whether the Russians really intend such a settlement to be merely temporary.

A VITAL PART OF ANY COMMUNIST SETTLEMENT: The editorial staff prepare an edition of the expedition's wall newspaper *Under the Banner of the Motherland* in their book-lined office. Even in the Antarctic Communist propaganda is not neglected.

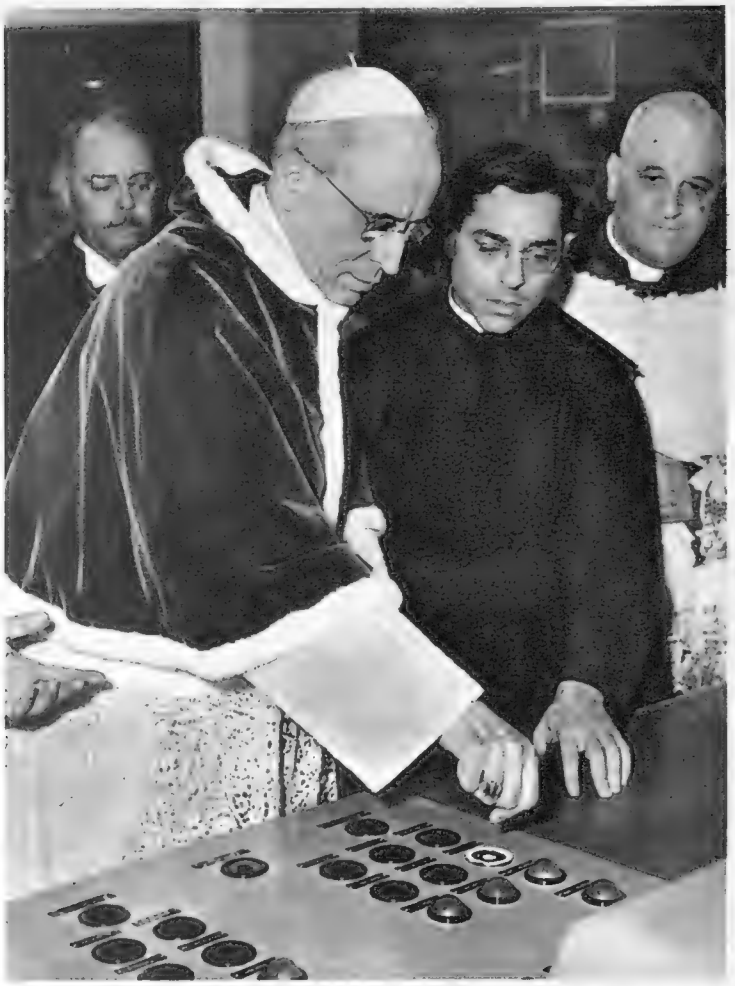
INSIDE THE RADIO STATION: Operators are at work in this splendidly appointed transmission and reception centre. Another of the group of buildings at the Soviet base contains a large station for generating power and there is even a "farm" with pigs in styes.

THE POPE OPENS A TRANSMITTER

The New Vatican Radio Station is Fifteen Miles from Rome

In order to bless and open the new transmitting station of Vatican Radio, at Santa Maria di Galeria, His Holiness Pope Pius XII undertook his longest journey outside the Vatican since his elevation to the Papacy eighteen years ago. From his summer residence at Castel Gandolfo, in the hills about fifteen miles south of Rome, he travelled by car to the site of the new station twelve miles north-west of Vatican City and back, covering nearly sixty miles. Hitherto, His Holiness has gone no farther afield than his summer residence. The streets in Rome's suburbs and the roads in the countryside through which the Pope passed were lined with people. On his arrival he was greeted by officials of the Roman Catholic Church and the Italian State. The ancient liturgy and pageantry of the pontifical court and twentieth-century technology blended as His Holiness, flanked by Swiss Guards in Renaissance uniforms, toured the building, sprinkling the various controls with holy water and saying Latin prayers especially composed for the occasion. The Pontiff then sat down on a throne in the central hall and delivered a broadcast speech in Latin. In his address he appealed to the nations of the world and their rulers for peace, referring in particular to the Middle East. The Pope expressed the hope that the new Vatican radio station would carry his instructions, encouragement and desires everywhere, uniting Catholics "by new bonds." In an obvious allusion to Catholics in Communist countries, he added that his voice and message would henceforth be heard also by "those who, at present, on account of obstacles and hindrances," were cut off from the Vatican.

SPREADING THE VOICE OF THE CHURCH ALL OVER THE WORLD: A general view of the forest of steel frame masts which carry the aerials of the new transmitting station of Vatican Radio at Santa Maria di Galeria, erected about fifteen miles south of Rome. The main pylon, standing fourth from the left, is in the shape of a cross.



INAUGURATING THE NEW BROADCASTING CENTRE: Pope Pius XII is about to press a button on the control panel to set in motion the new Vatican Radio station. Standing next to the Pontiff is the Rev. Antonio Stefanizzi, the Vatican Radio director, and next to him is Mgr. Giuseppe Galderal.

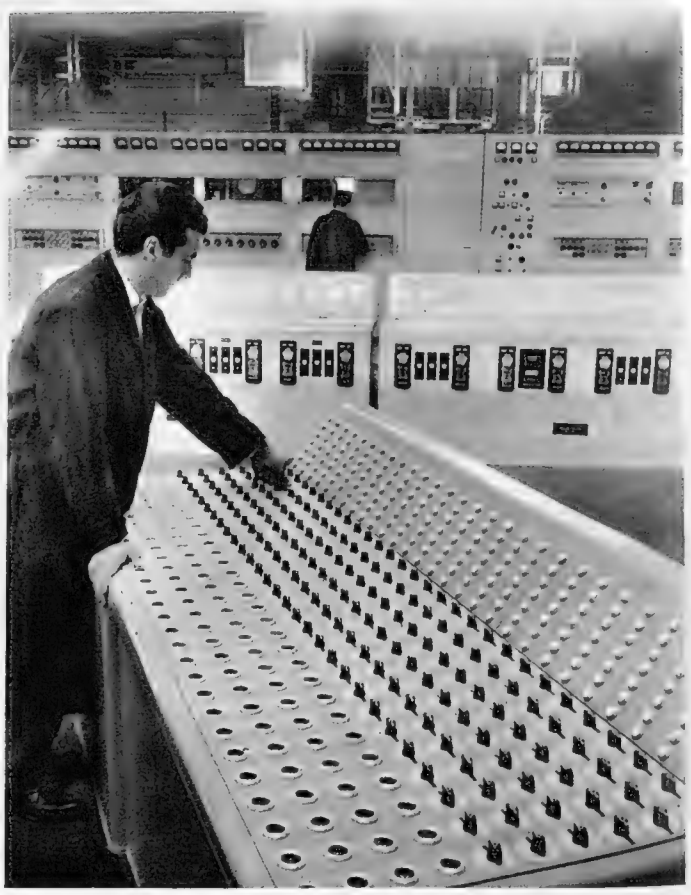
On right—

A BLESSING FROM THE POPE: His Holiness holds both his arms outstretched as he stands at the foot of the steps to the main entrance to bless the transmitter. Standing among the group behind him are a number of high officials of the Roman Catholic Church and the Italian State.

INSIDE THE MAIN CONTROL ROOM: As can be seen from this picture, the most up-to-date equipment, blessed by the Pope, is housed in a spacious and airy building.

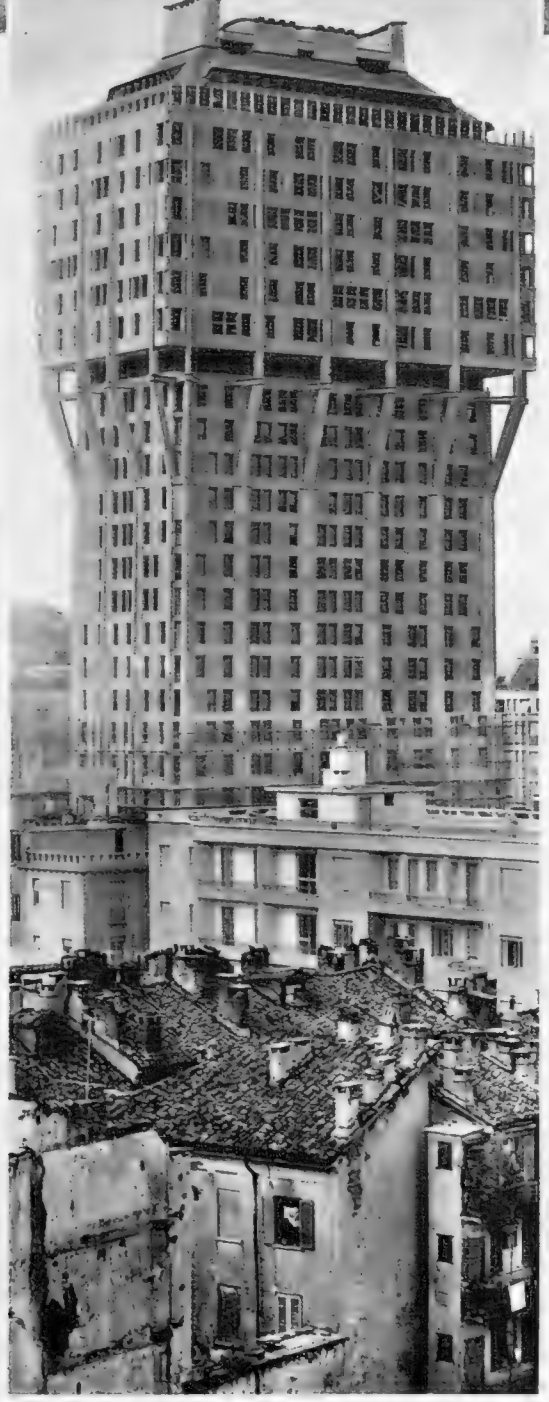
On right—

AT THE CONTROLS: A technician is examining a large panel of commutators. The installations comprise one of the world's most powerful broadcasting centres.



MODERN CONSTRUCTION IN AN ANCIENT CITY OF NORMANDY: New buildings are rising at Caen, one of the historic cities of France which was extensively damaged during the war. The curious "round-about" structure in the left foreground will combine a water-tower, market and municipal offices.

Above—A STATION FOR RELAYING TELEVISION IN THE MOUNTAINS ON THE SOUTHERN BORDER OF FRANCE: The masts and installations have been erected on the Pic de Midi de Bigorre high above the valleys of the Central Pyrenees. In the right background is the cupola of an observatory which has also been built on this peak. The station should begin relaying television programmes on Christmas Day.



On right—A "WATER-TOWER" APARTMENT BUILDING IN MILAN: What appears at first sight to be a water reservoir is a new skyscraper for dwellings and offices erected in the centre of the North Italian city. It is some 360 ft. in height and has 25 floors and 800 rooms. Near it are the Cathedral, regarded as the finest Gothic building in Northern Italy, and other architectural treasures.

NEW SHAPES IN EUROPE

Rebuilding Caen; A French T.V. Station; An Italian Skyscraper

The scars of war will take many years to efface from the green countryside of Calvados, for this district of France suffered most heavily after the landings in Normandy in the summer of 1944. Extensive damage still remains in towns and villages and—an equal reminder of the cost of war—the traveller not infrequently passes through sizeable communities which seem to have been entirely rebuilt.

Caen, being one of the largest Norman cities, inevitably paid a heavy price. Notable for its associations with William the Conqueror and its wealth of medieval buildings, it was also important in a modern sense because it was the junction for a number of major roads. In June 1944 possession of Caen was as vital to the Allies as was its retention by the Germans. The result was a long and critical battle. In the British and Canadian attack over the Orne, support was given by heavy bombardment by naval ships—the sea is only a few miles away—as well as by continual strikes by the Royal Air Force. When, after several days of bitter fighting the Allies took the city, they found that the Germans had added to the devastation by ruthlessly destroying historic buildings and their contents. Now the ingenuity of architects is giving Caen a new appearance as modern buildings rise in the place of the old, many of them being designed in the latest mid-twentieth-century fashion. But to the generation which fought the war, the historic city and its environs will always somehow wear an air of sadness.

AN ARABIAN TANKER IN A GERMAN DRY DOCK: The Saudi Arabian tanker *Al-Malik Saud AlAWal*, one of the largest oil-transporting vessels in the world, lies high and dry in Hamburg. She was launched there in 1954 and was at the time the biggest ship to have been built in Germany since the war. She returned for the first time last month for an overhaul. The ship, which can carry more than 47,000 tons of oil, is one of the few ocean-going vessels registered in any of the Arab States.

A NEW FREIGHTER GLIDES DOWN THE SLIPWAY: The *Tilo von Wilmowsky* is seen during her launch in a shipyard in Bremen, West Germany. She is the first vessel of her type built for the new sea transport branch of Krupp, the German armaments firm. The ship has a displacement of 16,500 tons. The launching and naming ceremony of the freighter was performed by Freifrau von Wilmowsky, who is a daughter of the late Alfred von Krupp, the German armaments magnate.

A NEW FERRY-BOAT BETWEEN ITALY AND SICILY: It is equipped with hydrofoils which enable it to reach a speed of 50 knots on the voyage between Messina, in Sicily, and Reggio Calabria, in Italy. The crossing of the straits between the two ports is made in about ten minutes. The hydrofoils can be seen at the bow and stern of the boat. The vessel is one of many of a type being built by a Sicilian firm. It is understood that there have been several orders from other countries for these craft.

A DEVELOPMENT IN RIVER TRANSPORT: A
of Rotterdam, in Holland. It consist
The powered vessel which drives the
firm in Mainz, is known as the *Wa*

THE LAUNCH OF A BRITISH SUBMARINE: A tug tows H.M.S. *Narwhal* out of the shipyard at Barrow-in-Furness after her launching. She is the third post-war operational submarine of the Porpoise class to leave the stocks. The vessel, which was built by Vickers-Armstrongs, was launched by Mrs. Soames, the wife of Captain Christopher Soames, the Parliamentary Secretary to the Admiralty. H.M.S. *Narwhal* has a displacement of 1,500 tons and a complement of six officers and sixty-five ratings. Her dimensions are 295½ by 26½ by 15 ft. H.M. submarines *Porpoise* and *Rorqual*, her sister-ships, were launched in April and December of 1956, respectively. The first H.M.S. *Narwhal* was a destroyer which served at Jutland. The second was a submarine built by Vickers-Armstrongs in 1935-36 and lost off Trondheim in August 1940. The electric propulsion system of this new British submarine is the same as that of her sister ships built since the war. It is of a much more advanced design than that used previously in this class. Plans for further units of the Porpoise class were dropped when it was decided to proceed with development of atomic-powered submarines.

IN BRITISH AND GERMAN SHIPYARDS

New Naval and Mercantile Vessels; A Rhine Experiment; Sicily's New Ferry; and a Canadian Ship Goes Aground

combination for river or canal transport sails in the Waal estuary south-east f four barges, two of which are pushed and two towed by a "pusher-boat." ur barges has two diesel motors. The unit, which has been constructed by a *büffel*. It will chiefly carry iron ore between Germany and the Netherlands.

A CANADIAN TRAWLER AGROUND: The fishing-boat *Purvis* is aground on an island in George Bay, Nova Scotia, Canada. During a storm the vessel developed engine trouble and was blown thirty miles off her course. The five members of the crew waded ashore after radioing for help. A reporter from a Canadian newspaper located the beached vessel from the air.

"PLEASE TO REMEMBER"

Some Reflections on Guy Fawkes Day and the Origins of November 5 Celebrations

By BRIAN VESEY-FITZGERALD

ONE of our most extraordinary national celebrations, when you come to think about it, is that of Guy Fawkes Day; of Bonfire Night. This yearly cacophony of light and sound commemorates the failure of the Gunpowder Plot. We do not commemorate the signing of Magna Carta (how many of us even know that it was signed on June 19?). No one celebrates the Battle of Waterloo; Mafeking Night has been forgotten. But for more than 350 years we have celebrated a flop.

Bonfires flared from the hilltops of England at the approach of the Armada, but who kindles a flame to commemorate that miraculous deliverance? Queen Mary—and Good Queen Bess, too, for that matter—lit a good many bonfires up and down England to burn up a good many worthy men and women, but nobody lights a bonfire in memory of a single one of them. "Be of good comfort, Master Ridley, and play the man; we shall this day light such a candle by God's grace in England, as I trust shall never be put out." So spoke Hugh Latimer as he and Ridley were being burned at Oxford. The Bishop of Worcester misjudged his countrymen. It is not he, but a poor soldier stooge who failed to produce so much as a spark, who is remembered in flames and explosions year after year. It really is very odd.

It becomes still more odd when you consider some of the celebrations. In 1606 Parliament decreed that November 5 should be kept as a holiday for ever "in thankfulness to God for our deliverance and detestation of the Papists." Despite Parliament, the day has never been observed as a national holiday, but Bonfire Night is celebrated all over England and Wales, on village greens and in suburban back-gardens: a nice family affair, the delight of children and their fathers, especially their fathers. But in a few places—notably Lewes and Bridgwater—Bonfire Night has much more than a family significance.

Bridgwater's "squibbing" is now held on the Thursday nearest to November 5, so any connection with the Gunpowder Plot has become rather tenuous. The official title is "Guy Fawkes Carnival," and that is just what the squibbing is; a carnival in which fireworks form only a part of the festivities. For all that, the superb statue of Blake is encased in wood, shop fronts are boarded up, and Bridgwater does its very best to blow itself up. It is a cheerful and noisy occasion, which attracts big crowds from all over the county. But has it really any connection with the Gunpowder Plot? Nobody seems to know when it all began. None of the conspirators had any connection with Bridgwater nor, for that matter, with the West Country. And the Stuarts treated Bridgwater so badly that one finds it difficult to believe that the townsfolk would have wished to celebrate the failure of Guy Fawkes.

If I had to introduce England to a stranger, then I should make a point of taking him to Lewes on November 5. For there he would see Bonfire Night celebrated on a scale that is not approached anywhere else, and a sight that he would never forget. There are, in Lewes, no fewer than six Bonfire Societies, and they take their work very seriously. On November 6 each year they start collecting money for the next "Glorious Fifth," and they have regular collectors with regular rounds and lists of subscribers. Moreover, every household in the town seems to save up its burnable rubbish for the great day. The whole affair is a co-operative effort, and the bonfires are gigantic. And on the night, when the long flames lick up the darkness on the high summits of the surrounding hills, they bring to the old town a strange and rather awesome beauty.

Tens of thousands of people crowd into Lewes every year on Bonfire Night. Quite apart from the beauty of the great fires, it is a jollification that ought not to be missed, for there are now also, of course, all the accoutrements of carnival; processions and fancy dresses and prizes, and so on. But all of this is comparatively new, whereas the Bonfire Societies and the co-operative effort are old.

Again, had all this ever any genuine connection with Guy Fawkes and the Gunpowder Plot? None of the conspirators was connected in any way with Lewes. And Lewes is not a town which goes in for memorials even to its most famous sons. Tom Paine was a citizen of Lewes (he lived at Bull House) and Tom Paine, by his writings, did as much as any other man to found the United States of America. But there is no monument to the author of *The Age of Reason* and *The Rights of Man* in Lewes. Granted that they thought more of the House of Commons in the seventeenth century than we do to-day, remembering that Parliamentary decree of 1606, it still seems odd that a town which can ignore such citizens as Tom Paine and John Evelyn should go to such lengths to commemorate Guy Fawkes.

If you look at old programmes of Guy Fawkes Night in Lewes, even at programmes as recent as eighty years ago, you cannot fail to realise that there was then a great deal of anti-Catholic feeling involved in it all. There were effigies of the Pope in place of Guys. People were invited to Lewes to "Burn the Pope." In some years there were riots, and more than once the yeomanry had to be called out to protect a Roman Catholic's house. Were the people of Lewes doing all this in obedience to a Parliamentary decree? I do not think so. Seventeen Protestant martyrs were burned in Lewes market during the Marian persecution. I do not believe that the people of Lewes were rejoicing over the failure of Guy Fawkes. I believe that they were, albeit unknowingly, keeping alight the candle of Hugh Latimer. They had the names a bit muddled.

But that was not all that they had a bit muddled. It is not so very long since cats were burned alive in baskets in the streets of Lewes on Bonfire Night, their tortured shrieks drowned by the delighted shouts of the respectable citizens of the town, all of whom would have bitterly resented any suggestion that they were being cruel or behaving like savages. This was a custom that certainly had nothing whatever to do with Guy Fawkes and seventeenth-century politics, nothing to do with Popery. It was much much older, older even than the Catholic Church; the relic of a pagan rite, dimly remembered and transferred to the modern occasion.

That, of course, is just what Bonfire Night itself is: a pagan ceremony transferred to fit a modern occasion. It is a relic of sun-worship for which no modern explanation has been found. In fact, it would seem to be a relic of the ancient Festival of Samhain, the festival that marked the passing of summer and the coming of winter. At Samhain the barriers between this world and the next were lowered. The dead returned to visit their relatives, and food was put out for them. This is still done occasionally in Ireland and Brittany, and the "Brownie Stone" custom, which is still alive in the Scottish Highlands, is obviously a distortion of it. Samhain was also the peak season for fairies and for witches. There was no need to worry about fairies, so long as you did not interfere with them. But witches were another matter. It was not always possible, of course, to catch a witch red-handed, but you could always catch a cat, which, as often as not, was the "familiar" of witches. A conservative folk, the people of Lewes.

A BONFIRE NIGHT IN KENT: The dense crowd at Edenbridge surrounding a "guy" against a background of fireworks is typical of a November 5 scene, although the picture was taken a few years ago. The annual commemoration of the traitor who tried to blow up Parliament is one of the strangest memorials in the English calendar. In his article Brian Vesey-Fitzgerald suggests that the November 5 celebrations have a much older origin. They may be the relic of an ancient pagan ceremony surviving into our modern times.

The pagan winter began on November 1 and was heralded by the lighting of ceremonial bonfires. Even as late as the beginning of this century huge fires were lit in the fields of Lancashire and Derbyshire on October 31 and burning brands were carried round the fields. Even to-day you will find that the majority of old countrymen and jobbing gardeners like to light a bonfire on October 31. They could not tell you why: they just know that it is right and proper so to do. Folk memory is one of the sturdiest of plants.

Now folk memory and history are giving place to carnival pure and simple. I suspect that few suburban fathers realise that they are perpetuating a complicated mixture of pagan ceremonies and beliefs when they light their bonfire on Guy Fawkes Day. I doubt if many of the black-faced urchins who beg for a "penny for the guy" know anything about Guy Fawkes beyond the name. Yet, though I feel sure that the fathers of these small beggars earn much more than I do—and, moreover, almost certainly have a wage-claim pending—I donate my penny. It is all very odd.

THE QUEEN CROSSES A BRIDGE: Her Majesty, accompanied by Sir Richard Costain, Chairman of Harlow Development Corporation, waves to crowds below as she crosses a bridge at Market Square during her visit to Harlow New Town.

A RIDE ON A TROLLEY: The Queen is seated on a trolley with Mr. F. A. Spence-Brown, the joint Managing Director of the Harlow Metal Company, for her tour of the factory.

A WARM WELCOME FROM THE INHABITANTS OF HARLOW NEW TOWN: Her Majesty and Prince Philip walk past dense crowds of cheering inhabitants as they cross the Market Square during their visit to Harlow New Town. Nearly the whole of the town's 40,000 inhabitants watched the Royal visitors at some stage of their tour, which lasted for over three hours. It was the Queen's first visit to the town. The Duke had been there before. On their arrival the Royal visitors were received by Colonel Sir Francis Whitmore, Lord Lieutenant of Essex; and Mr. Henry Brooke, M.P., Minister of Housing and Local Government. Accompanied by Sir Richard Costain, Chairman of Harlow Development Corporation, the Queen and the Duke went by lift to the top of Hugh's Tower, a twelve-storey block of flats. There, on the flat roof 100 ft. above ground-level, they had a view of the whole area. At the premises of the Harlow Metal Company they toured the factory sitting on an electric trolley. During the tour of the new town, the Queen and the Duke drove over a new stretch of highway, naming it Elizabeth Way, and in the centre of the town they planted trees in the grounds of St. Paul's Parish Church, which is not yet completed. They also met a group of blind and old people, and finally lunched with the Chairman and members of the Harlow Development Corporation in Stone Cross Hall.

HARLOW'S ROYAL DAY

The Queen and the Duke of Edinburgh Visit Harlow New Town and Brentwood School, in Essex

On left—

A ROYAL GLIMPSE OF SCHOOL LIFE: The Queen, accompanied by Colonel H. G. Waldran, the second master at Brentwood School, is cheered by some of the pupils during her visit which marked the 400th anniversary of the school's foundation. After inspecting a guard of honour of the cadet force, Her Majesty opened the new science school. During her tour the Queen saw a tableau illustrating a day in the life of a preparatory schoolboy.

REBUILDING THE "ELEPHANT"

Starting the Reconstruction of a Famous London Landmark

Work has already begun on a rebuilding scheme in the Elephant and Castle area of South-East London, which is being carried out by the London County Council at an estimated cost of £15,000,000. The scheme is divided into two stages; first, highways will be built and these will be followed by new buildings. The first stage includes the construction of main and secondary roundabouts for the vast streams of traffic which daily come in from the south. To-day about 50,000 motorists cross the Elephant and Castle junction between the hours of eight in the morning and eight in the evening.

Under the roundabouts a series of pedestrian crossings are planned. They will link the various roads and the main shopping centre. The initial stage of the project is expected to be completed within the next five years. No date has been fixed for the completion of the entire scheme. One of the outstanding features of the plan is the construction of a fifteen-storey block of offices on the site of the famous public-house, the Elephant and Castle. A tavern has stood here for the past 300 years.

A CROWDED TRAFFIC JUNCTION IN SOUTH-EAST LONDON TO BE REBUILT: The layout of the busy streets at the Elephant and Castle is being reconstructed. The first turning to the left is St. George's Road, the next London Road, and running straight ahead is Newington Causeway. Next to the right is New Kent Road, and running into the right foreground is Newington Butts.

EXCAVATIONS UNDER WAY: Workmen remove rubble from a bomb-scarred site. In the left background is Spurgeon's Tabernacle, built for the famous preacher, Charles Haddon Spurgeon, in 1861. During the last century enormous congregations used to visit the Tabernacle to hear him preach. The rebuilding of this Tabernacle is part of the L.C.C.'s reconstruction scheme for the area.

A FAMOUS TAVERN: A vast stream of traffic passes the Elephant and Castle public-house. The site of the tavern has been selected for a fifteen-storey block of modern offices. There has been an inn on this ground for the past 300 years or more.

CONSTRUCTING A SUBWAY: A giant crane removes rubble from the site where it is intended to build a large subway for pedestrians. It will run under the main and subsidiary roundabouts planned for the extremely busy road junction at the Elephant and Castle.

BEYOND THE SPACE FRONTIER

At the World Congress on Astronautics in Barcelona, **Kenneth W. Gatland, F.R.A.S.,** *the Author of this Article, Discussed the Development of Artificial Satellites with Russian and American Scientists*

"MANKIND will not stay on the earth forever, but, in the pursuit of the world and space, will at first timidly penetrate beyond the limits of the atmosphere and then will conquer all the space around the sun." These words were written forty-four years ago by Konstantin Tsiolkovskii, the obscure country schoolmaster who became Russia's pioneer of rocketry and astronautics; yet even he could not have guessed that the first part of his prophecy would be fulfilled, in the very year of his centenary, by his own countrymen. The spectacular rise of Soviet technical and industrial power, highlighted in recent years by the development of thermonuclear bombs and intercontinental ballistic missiles (I.C.B.M.s) has been apparent to the West for some time and yet, for some reason, the full implications of this challenge do not appear to have been realised until after the launching, on October 4, of the Russian satellite.

Why this should have been is difficult to imagine, for the Russians had made no secret of their plan to launch artificial satellites during the current International Geophysical Year. As early as 1955, Dr. Leonid Sedov, at the sixth International Congress on Astronautics, held in Copenhagen, stated Russia's clear intention of engaging in satellite research; this was just a few days after President Eisenhower had made his own historic announcement of the forthcoming American launchings. A year ago, Professor Georgi Pokrovsky, writing in the *Moscow News*, even described the satellite as weighing about 100 lb. with a diameter of between 20 and 24 ins.

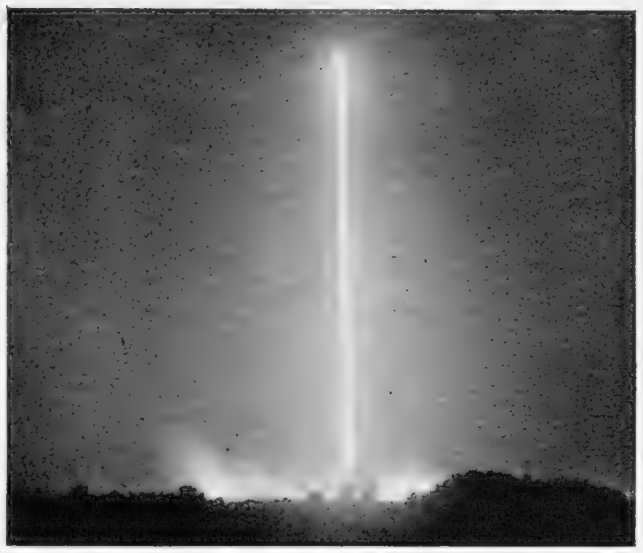
How do the Soviet and American satellite projects compare? The first official news that an "Earth Satellite Vehicle Programme" was in existence came as long ago as 1948 when the United States Secretary of Defence, the late Mr. James V. Forrestal, revealed that investigation into the design of close-orbit satellite rockets had already been in progress two years. This early work, which involved the Rand Corporation and a number of leading American aircraft firms, including Douglas Aircraft and North American Aviation, was aimed at the development of artificial satellites for reconnaissance purposes, and followed recommendations by Dr. Wernher von Braun, co-designer at Peenemünde of the German V-2. In June 1945, shortly after his capture by American forces, Dr. von Braun had advocated in his interrogation report the use of multi-stage rockets for sending into satellite orbits instruments capable of observing the whole of the earth's surface. This was the basis of America's secret project of 1946-49—to investigate the possibility of a military satellite which would keep large areas of the planet under continuous surveillance.

The minimum size of the reconnaissance satellite was 500 lb., and its equipment would include sensitive photo-electric devices for measuring the "heat-flash" of nuclear test explosions. Later, it was hoped to incorporate lightweight scanning equipment which would transmit pictures of the earth to ground stations, in much the same way as news-pictures are transmitted to-day from one country to another by conventional radio-telegraph methods.

However, as it turned out, these early proposals were predoomed to failure. The proportions of the multi-stage rocket required to launch the satellite, it was found, were closer to those of a space-ship than a military rocket; estimates showed that the rocket, fully fuelled and ready for take-off, would weigh at least 250 tons! Faced with a project of this magnitude, the U.S. Committee on Guided Missiles were forced to abandon the work as incapable of practical realisation. From 1949, the satellite idea was allowed to lapse, until in 1954, when a Special Committee of the International Geophysical Year, meeting in Rome, issued the following recommendation: "that thought be given to the launching of small satellite vehicles, to their scientific instrumentation, and to the new problems associated with satellite experiments, such as power supply, telemetry, and the orientation of the vehicle."

With interest reawakened, a research and development programme was started in the U.S. with the backing of the three services. This time, however, the aim would be to determine the *smallest* object that could usefully be established in orbital motion purely for research purposes at the fringe of the atmosphere. A number of firms undertook design studies and submitted proposals, and in view of the short time available—three to four years if a satellite was to be launched during the International Geophysical Year—and the obvious need to keep the enterprise within a reasonable budget, most of the schemes had their basis in existing rockets. Aerojet-General produced a proposal for a satellite vehicle using the Bomarc rocket booster, Aerobee-Hi, and a solid-rocket final stage, while Redstone Arsenal (where Dr. von Braun is now Technical Director) submitted designs for a three-stage rocket based on the Army ballistic missile, Redstone, which was called Orbiter. Glenn L. Martin put up their own scheme drawing on experience obtained with the Viking, a successful high-altitude research rocket, and this was the project finally accepted for development.

Meanwhile, the U.S. Naval Research Laboratory, which has overall responsibility for the satellite programme in America, established that, using the latest techniques of electronics—transistors, printed circuits, mercury batteries, etc.—an instrumented satellite, with radio transmitting equipment, a broadcasting range of 4,000 miles and an operating life of two weeks, could be built into a compact magnesium sphere of 20 ins. diameter, weighing less than 25 lb. This ultra-light satellite, with its four dipole aerials, is a miracle of electronics engineering and, while praising the Soviet's ability to launch a much heavier satellite, one should not overlook the advanced nature of the American satellite equipment, which makes it possible to establish a fully instrumented satellite in orbit using a launching rocket with a take-off weight of less than 11 tons—that is, 3 tons *lighter* than the wartime V-2!

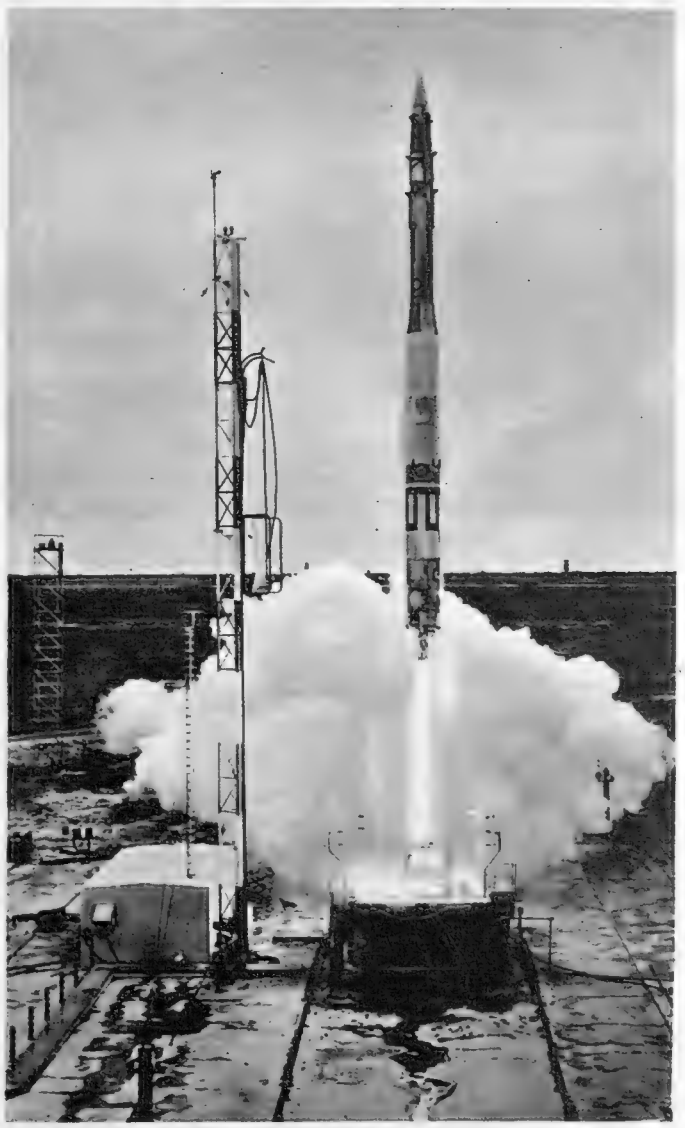


THE AMERICANS FIRE A MISSILE: A column of fire pierces the darkness as a Jupiter intermediate-range ballistic missile soars into the air in Florida. The missile flew its prescribed course and impacted in a preselected target area.

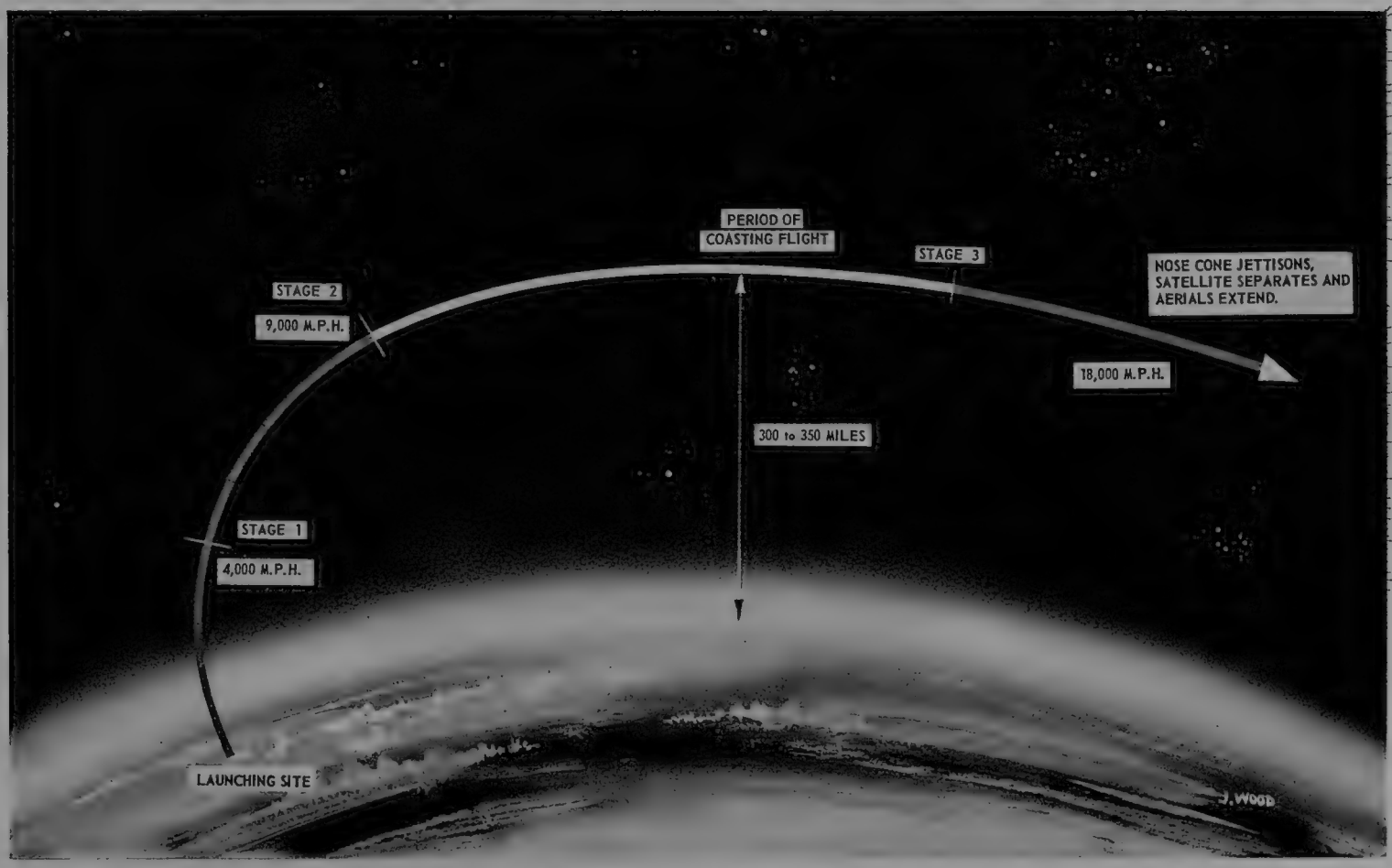
An even smaller satellite has been built for initial test purposes with a diameter of 6.4 ins. and weighing 3¼ lb. This is sufficient to carry a beacon transmitter to enable its path to be followed by ground stations as a means of checking the orbit. The Americans are planning to launch a "test satellite" next month with the expectation that the first of six fully instrumented models will follow it early next year.

Whereas the American Vanguard project is a purely scientific venture, it is now clear that the Russian satellite launching vehicle has its basis in a long-range ballistic rocket. Indeed, a simple calculation shows that to place a 184-lb. satellite in orbital motion round the earth requires a three-stage carrier rocket with a launching weight of close to 100 tons. It is this fact that is so disturbing, for it means that the Russians must have progressed some way with the development of intercontinental ballistic missiles, whereas America still awaits the successful firing of an I.C.B.M. (*Further pictures on following pages.*)

SHOT FROM A BALLOON 100,000 FT. HIGH: A four-stage high-altitude Farside research rocket rests on a trailer at the Eniwetok Atoll test range in the Pacific. Its nose is attached to an extension leading from the balloon which is being inflated on the left. The balloon lifted the missile to a height of 100,000 ft. The rocket then passed upwards through the balloon and travelled on for at least 1,000 miles.



A SATELLITE ROCKET SUCCESSFULLY LAUNCHED: The United States Vanguard—the rocket intended to carry a satellite into space—roars into the air from the test range at Cape Canaveral, in Florida, leaving behind it clouds of vapour. It soared to a height of 109 miles and reached a speed estimated at 4,250 miles per hour. Its propellant was exhausted 2 mins. 20 secs. after it was fired and the spent casing fell into the sea about 328 miles away. The rocket is shaped like a rifle cartridge and is 72 ft. in length. The test was carried out by the U.S. Navy as part of the plan to send up an artificial moon 300 miles above the earth next spring.

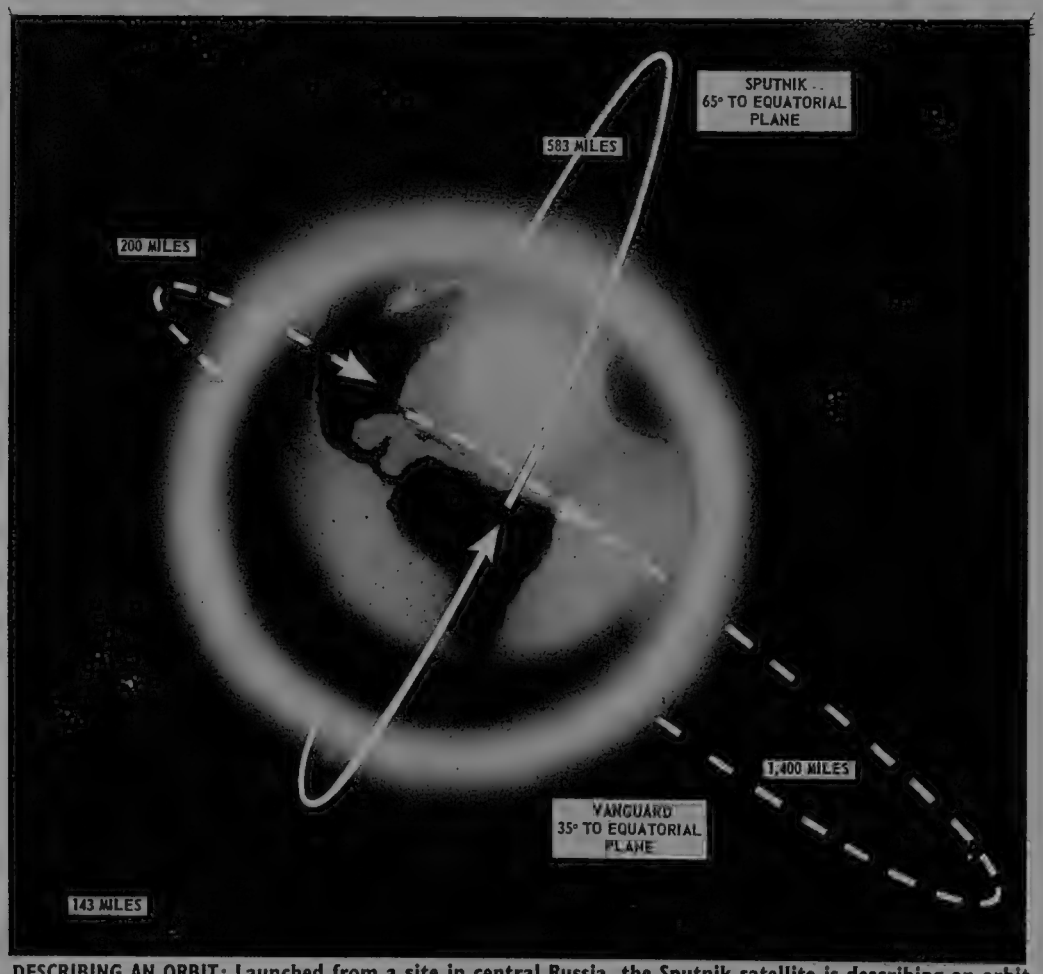


On left—
A DIAGRAM SHOWING THE HEIGHTS AND DISTANCES OF STAGE ROCKET AND SATELLITE: The launching trajectory of the Soviet satellite vehicle is thought to be similar to the technique planned for the American Vanguard. The satellite would have reached its orbit, somewhere between 300 and 350 miles above the earth, after about ten minutes from the time of launching, having travelled a distance of about 1,500 miles. Small velocity and angular discrepancies in launching account for its subsequent elliptical path. Since the launching by the Russians of their man-made earth satellite, on October 4, work has been continuing at a steady rate in America on the construction of the U.S. earth satellite which is to be launched in connection with the International Geophysical Year. During the past two weeks a number of achievements have been announced in the American research rocket programme. The most spectacular of these was the firing of the four-stage high-altitude Far-side research rocket, with the aid of a balloon.

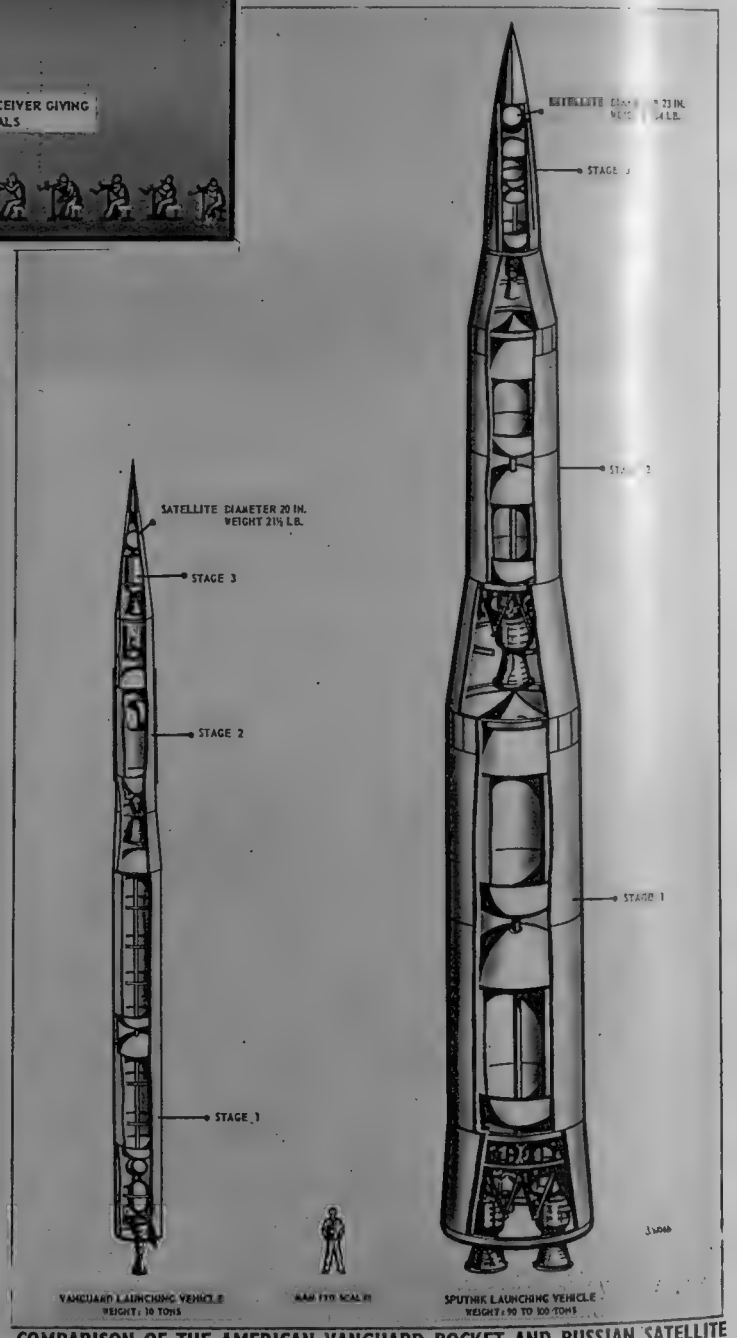
BEYOND THE SPACE FRONTIER

Drawings by JOHN W. WOOD

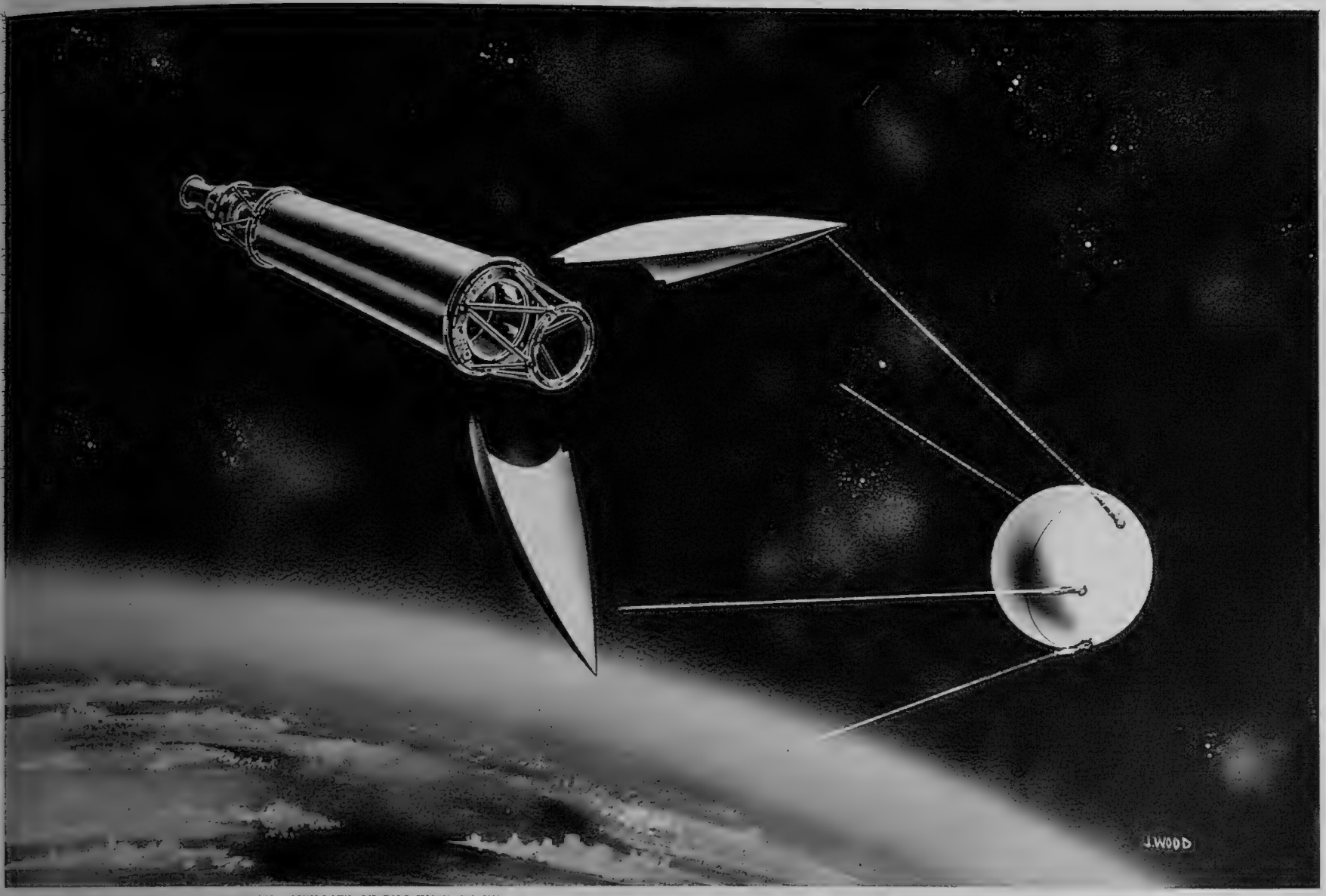
A RUSSIAN METHOD OF OPTICAL OBSERVING: A team of twelve sit in a line with either a mast or a hairline in the telescope marking the meridian. Mirrors at the base of the telescopes enable the observers to view a particular sky area almost in the same way as a microscope might be used. As soon as the satellite is observed to coincide with the marker, the time and angular position is relayed by telephone to a computing centre where, on the basis of several reports, the orbit is worked out by triangulation.



DESCRIBING AN ORBIT: Launched from a site in central Russia, the Sputnik satellite is describing an orbit at an angle of 65 degrees to the plane of the equator, being observable throughout the entire world except for the central Polar regions. The American Vanguard satellite is to be launched sometime next year from a firing range at Florida, across the Atlantic Ocean on a 35-degree orbit. The elongated elipse of the Vanguard satellite represents the theoretical minimum and maximum distances.



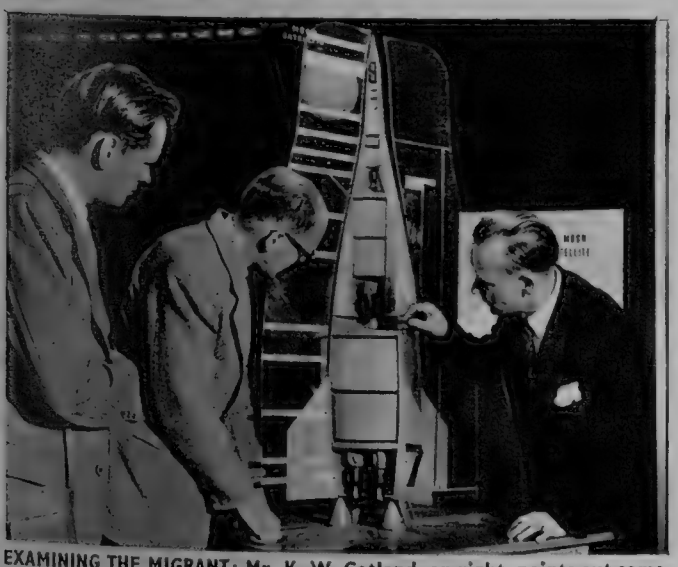
COMPARISON OF THE AMERICAN VANGUARD ROCKET AND RUSSIAN SATELLITE ROCKET: While the launching vehicle for the Vanguard's 21½-lb. satellite has a take-off weight of only 10 tons, the much heavier Sputnik satellite of 184 lb. must have required a three-stage rocket weighing at least 90 tons. A drawing of a human being, to scale, is between the projects.



AN IMPRESSION OF THE 23-IN. RUSSIAN SATELLITE AT THE TIME OF ITS RELEASE FROM THE FINAL STAGE OF THE LAUNCHING ROCKET BETWEEN 300 AND 400 MILES ABOVE THE EARTH: The objects reported to be "in orbit" with the satellite were later identified as the carrier rocket and its detached nose-cone. Radio transmitters inside the satellite continued to emit signals for tracking purposes and the sending of coded information concerning such items as the temperature in space until the batteries were expended after twenty-two days. Recent estimates suggest that the Sputnik satellite may remain circling the earth for a year, while the larger and less dense carrier rocket will spiral back to earth much sooner—perhaps within a few weeks—as it loses energy due to its greater resistance in the tenuous upper air.

On right—

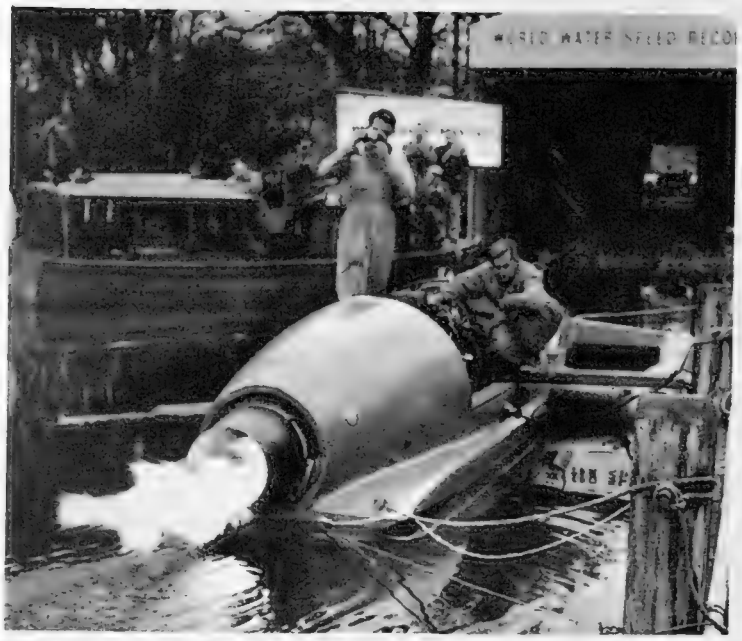
A DIAGRAM EXPLAINING THE METHOD OF RELEASE OF THE AMERICAN FOUR-STAGE HIGH-ALTITUDE FARSIDE RESEARCH ROCKET: The rocket is carried in a cradle attached to the underside of an enormous stratosphere balloon. It is fired through the plastic envelope at a height of about 100,000 ft. The first successful launching of this balloon-rocket combination took place recently from a test range at Eniwetok Atoll, in the Pacific. At 100,000 ft. the rocket passed upwards through the balloon and travelled on for at least 1,000 miles before falling back to earth at a speed of 15,000 miles per hour to burn up in the lower atmosphere. In the rocket's nose were instruments and a small radio transmitter which relayed to a ground recording station data on primary cosmic rays.



EXAMINING THE MIGRANT: Mr. K. W. Gatland, on right, points out some of the features of the Migrant Instrumented Guided Rocket to technicians. This three-stage rocket is based on a design study which was developed by Mr. Gatland to determine the "minimum" size rocket which would carry a radio transmitter and research instruments on a circumnavigation of the moon. It is now possible that, by replacing the H-bomb warhead of inter-continental ballistic missiles with a third-stage rocket, small instrument payloads may be fired into the moon's orbit.

"BLUEBIRD II" IS MADE READY

Preparing for a New Attempt on the World Water-Speed Record; Sherpa Tensing at Home in India



PREPARING "BLUEBIRD II" FOR A NEW ATTEMPT ON THE WORLD WATER-SPEED RECORD: The turbo-jet engine of Mr. Donald Campbell's famous *Bluebird II* roars into life as engineers warm her up in readiness for testing by Mr. Campbell on a stretch of Coniston Water, in Westmorland.

FITTING A NEW ENGINE TO "BLUEBIRD II.": Mr. Leo Villa, the chief engineer, looks over the shoulder of an assistant guiding the defective jet engine as it is lifted by crane from the body of *Bluebird II*. In the left background a new turbo-jet engine is awaiting installation. Mr. Campbell returned to England recently from America, where he had made a number of unsuccessful attempts on the water-speed record which he set up at Coniston last year. He attained an average speed of 225·63 miles per hour for a double run. When satisfied with the current tests on *Bluebird II* Mr. Campbell plans to pilot her over the same course as last year. Some anxious moments were experienced on that occasion when fumes leaked into the cockpit, forcing him to reduce his speed. on the second run. His double run which broke the old record was made after *Bluebird II* had undergone only one previous trial. This was because, at the time, the conditions were not unfavourable and all the timekeepers were present. As it turned out, however, the visibility was not perfect, for there was a slight haze over the lake. Despite severe buffeting and the shipping of some water, the first run was made in a time of 286 miles per hour.

On left—

ALL SET FOR TESTING: Mr. Leo Villa is standing in the cockpit of *Bluebird II* after she had been moored to the jetty at Coniston Water. Mr. Campbell decided to make his new bid on the world water-speed record at Coniston after his recent failures to better the record in America. A new turbo-jet engine has been fitted in the hydroplane.

SHERPA TENSING AT HOME IN INDIA: The pictures reproduced *above* and *on the right* show an aspect of the family life of the guide Sherpa Tensing who with Sir Edmund Hillary conquered Everest. The picture above shows one of his daughters combing the hair of a Tibetan Apsos dog. The wool from these dogs is collected by Tensing's wife, who knits it into sweaters and other articles of clothing for her husband. *On the right* Tensing is seen relaxing with some of his Apsos dogs in the courtyard of his home at Darjeeling. Between them the dogs recently won six cups at the Darjeeling Dog Show. Sherpa Tensing now spends most of his time teaching at The Himalayan mountaineering school in Darjeeling, but he was in London this week for The Alpine Club centenary celebrations.

THE STRENGTH OF CONCRETE

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

IT comes as something of a surprise to the stranger when he is told that nobody in the cement industry or the building trade really knows how much concrete goes into construction in Britain in a year. This building material accounts for a substantial proportion of the output of the one industry and of the stock-in-trade of the other. Everybody is willing to assure the visitor that the amount of concrete used in building must be going up, and fast, but nobody is prepared to put any figures to it.

The paradox arises from the nature of the material and the point in building operations where it comes into being. Concrete is not simply one of the main constructional materials used by the civil engineer: it is the only one that also happens to be made by the civil engineer. Comparatively little of it is sold as such to the builder on the site: he buys cement, sand, gravel and crushed stone "aggregates" separately, and how much of these he makes into concrete is his own affair. On vast construction jobs such as a dam or an aerodrome, where concrete pouring will be the main single operation, quantities will be closely accounted for and may well be published. But for every one of these there may be a hundred small jobs in building where concrete pouring, in house foundations for example, takes small unrecorded amounts—yet which in total must amount to very considerable tonnages a year.

Indirectly, it is true, certain industrial statistics do tend to confirm an expansion of concrete construction in British building which the "sidewalk superintendent" strolling about the streets of London and other cities is likely to have remarked from the evidence of his own eyes. Whereas production of bricks for building is to-day still about a sixth lower than in 1938, output of cement is about two-thirds higher, and the output of sand and gravel for building is nearly three times the pre-war volume.

These materials are not used in concrete alone; but the implication that concrete has grown much faster than alternative materials is clear. For one or two minor products specific figures do exist: twice as many concrete roofing tiles are produced to-day as were before the war, while output of clay roofing tiles and of roofing slates has fallen by almost two-thirds. Evidence of the substitution of concrete for other materials in many types of job is circumstantial, but also fairly conclusive.

So far as reinforced concrete is concerned, the growth in home deliveries of reinforcing rods—to some extent at the expense of other kinds of steel for building—tells the same story. Reinforced concrete probably even to-day still takes only a limited proportion of the total tonnage of concrete, as against the use of unreinforced concrete in the mass for foundations and heavy structures. But reinforced structures and frames for building have recently been gaining ground against the frame of structural steel, particularly for the high blocks of offices and flats now being erected on a wide scale throughout the country. This substitution has had official blessing for some time: the Minister of Works announced this summer that out of 251 official buildings of various kinds for which plans had been prepared in his department, 163 were being constructed in reinforced concrete.

Concrete, in essence, is a man-made stone mixed from Portland cement (about a quarter by volume), sand, and "coarse aggregates" (about three-quarters) and allowed to harden. Its prime qualities as a constructional material are strength and durability; because its hardening continues almost indefinitely in favourable conditions of temperature and moisture, as a result of chemical reaction between the cement and water, it actually gets stronger as it grows older. In practice there is a wide range of different aggregate materials and of mixes, to give special properties required in particular circumstances; moreover, one may add waterproofing oils, pigments to colour the final surface, chemicals to speed up or delay the rate of setting, and, most recently, plastic additions to increase its tensile strength.

The main strength of concrete alone is in compression; the traditional addition to give tensile strength of the same order is the ordinary reinforcement with steel rods and bars, roughened and gripped by the concrete throughout their length. In recent times this has been further supplemented by "pre-stressing"—the reinforcement of concrete with steel wires and rods already under tension.

Concrete in rudimentary forms has certainly been known for several thousand years: reinforced ferro-concrete for just over a century: pre-stressed concrete was invented only about twenty-five years ago, and did not come into wide use in Britain until after the Second World War. This method of building extra tensile strength into concrete beams or slabs enables considerable economies to be achieved in the amount—and hence the weight—of steel and concrete required in a given structure, and makes it possible to design lighter structures altogether. The technique was first developed on the Continent, particularly in France, and was taken up in the United States. Since the war its adoption in British building techniques has been rapid. Ten years ago there were comparatively few civil engineers in this country really familiar with the use of pre-stressed concrete: to-day it is a prerequisite of civil engineering capability.

Methods of pre-stressing, moreover, have been considerably developed by British firms. There are two approaches. "Pre-tensioning" is generally done in the factory: the wires of high-tensile steel are stretched between heavy abutments, and then the concrete is laid around them. One British company has developed a method of doing this operation continuously, under automatic control. "Post-tensioning" is more suited to the strengthening of specific structures on the site; the concrete is poured before the wires are stretched, and these are covered so that the concrete does not grip them, if not laid in a duct within the beam or section. After the concrete has set, and at the builder's convenience, possibly when the structure is in position, tension is applied to stretch the wires and add strength, and they are anchored at each end. The special strength and lightness pre-stressing gives has gained it a hold in the building of structures such as bridges and jetties almost to the exclusion of other types of concrete; in ordinary buildings it is often used for floor slabs in conjunction with steel or ordinary reinforced concrete framing.

Another formula for lightness in concrete, with or without pre-stressed reinforcement, is the employment of "light-weight aggregates." Lightweight concrete has been used on the Continent for some time; it is now being encouraged in this country partly because it offers a profitable employment for one of its component materials—"fly ash" from power stations, which have to get rid of some 7,000,000 tons of this waste product every year. Various methods of "sintering" this fly ash into a light cellular aggregate are being developed: in somewhat similar ways, lightweight materials for concrete can be made from colliery dumps and blast furnace slag heaps.

One key problem in building with concrete is to keep the quality of this made-on-the-spot material constant; even with careful batching of materials for the mix, there are many factors that can alter the strength from one mix of concrete to the next. One recent development, for this country, is the evolution of the ready-mixed concrete suppliers, specialised contractors who relieve the civil engineer of the responsibility for mixing his material (and save the space required on his site to do so).

These specialised works mix the concrete to specification centrally and send it out to building sites over a radius of up to 20 miles or so, either in mixer wagons that add the water and mix as they go, or else in storage tanker vehicles that keep it "agitated" during transit. This system is expanding fast: it is an inevitable and useful development, particularly to supply big scale operations on congested sites where elaborate pre-planning and rapid operations are essential. But as yet it touches only a fraction of the whole use of concrete in British building—in which, for many years, a key customer-cum-manufacturer will continue to be the small builder on the site. (*Further pictures illustrating the use of concrete will be found on the following page.*)

CONSTRUCTING A CONCRETE BRIDGE IN LINCOLNSHIRE: An 85-ft. pre-cast and pre-stressed concrete beam is raised above the railway lines at Scunthorpe. It will form part of the parapet of a footbridge spanning twenty-seven tracks and is one of the girders which are being specially manufactured for British Railways by Dow-Mac (Products) Limited, of Stamford, Lincolnshire. The beams undergo the processes of both pre-tensioning and post-tensioning, to give added strength. Concrete is being employed increasingly in Britain, but because of the nature of the material no figure of how much is used can be given.

BRITAIN'S LATEST CONCRETE MOTOR-ROAD

The Longton By-pass stretches for just over two and a half miles on A.59, the Liverpool-Preston-Leeds trunk road. Work on the construction of the road started in July 1956 and finished in September of this year. Each of the two 26-ft.-wide carriageways has a reinforced concrete slab 10 ins. thick. Fully mechanised methods of construction were used on the laying of the carriageways, which were completed a month ahead of schedule. In addition there are footways and a concrete cycle track. Tarmac Limited were the contractors. They are also building the Preston By-pass.

CONSTRUCTING SLUDGE AND DIGESTION TANKS

Work is in progress at the Minworth Sewage Purification Works, near Sutton Coldfield, Warwickshire, on the construction by Tarmac Limited of sixteen large sludge digestion tanks, four control chambers with eight connecting subways, a pump-house sub-structure and mechanical and electrical equipment installation. The walls of these tanks are about 11 ins. thick, made up by 9 ins. of prestressed concrete, post-tensioned, and an outer coat of pneumatic mortar sprayed on after the horizontal stressing; the thickness of the coat being 1¼ ins. where a single layer of wire is applied, and increasing to 2 ins. where more than one layer of wire is necessary. A concrete stiffening ring, 1 ft. deep with an overhang of 1 ft. 3 ins., is provided around the top of the tanks. Vertical prestressing of each wall is carried out with 130 Macalloy bars placed at 2 ft. centres inside light steel lock-joint tubing.

THE STRENGTH OF CONCRETE

(*Continued from previous page*)

PROGRESS IN INDUSTRY AND ENGINEERING

—A Weekly Survey of Achievement in Britain and Overseas

A FRAMEWORK FOR CRANES

A workman tightens a bolt on a crane beam at the British Inland Waterways Repair Depot at Wigan, Lancashire. When this construction job is completed it will carry two cranes, one of which will weigh 3 tons and the other 6 tons. These crane beams, manufactured by Dow-Mac (Products) Limited, of Stamford, Lincolnshire, have a cantilever of 22 ft. and are erected with the aid of a 10-ton mobile crane. They were brought to the site in lorries.

On left—

A "T" SHAPED BUILDING FOR BIRMINGHAM

The eight-storey reinforced concrete building in Dartmouth Street, Birmingham, which has been designed as a "flatted" factory, marks a new concept in the planning of industrial premises. It is T-shaped in plan, the staircases and lifts being concentrated at the junction of the "T." Each arm is divided along its length to form six separate and entirely self-contained factory units on each floor, each of which has one long wall completely glazed. All unglazed walls on the gables and façades of the building are covered with precast concrete slabs in which colourful aggregates are exposed. Philip Skelcher and Partners designed the new factory in association with Mr. A. G. Sheppard Fidler, the city architect of Birmingham. Mr. W. V. Zinn was the consulting engineer for the project and Wilson Lovatt and Sons, Ltd., were the main contractors.

PROGRESS IN INDUSTRY AND ENGINEERING

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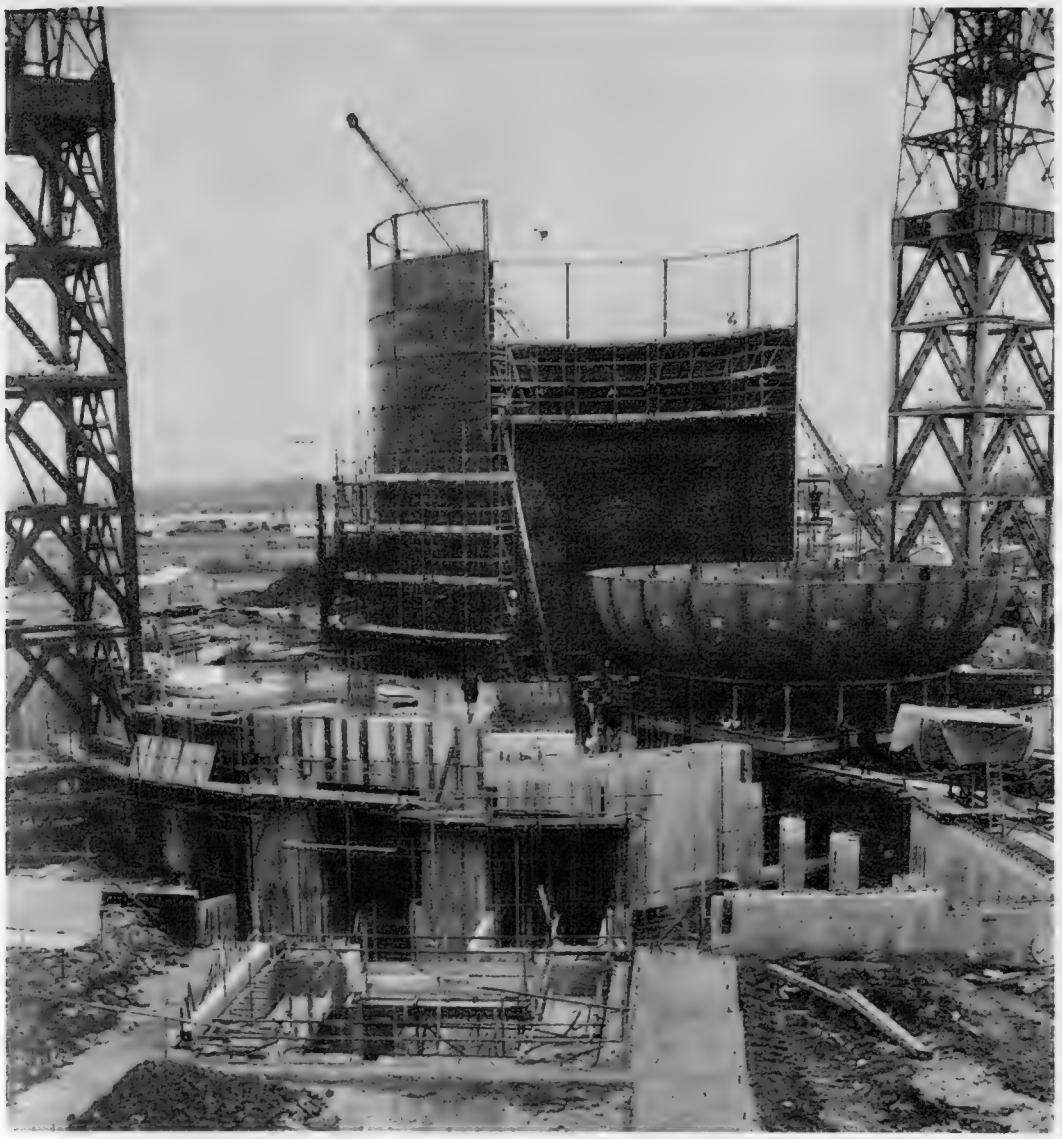


MOVING A DOME AT THE BERKELEY NUCLEAR POWER STATION

A high degree of accuracy and skill was required by workmen employed on the site of the Berkeley Nuclear Power Station, situated on the estuary of the River Severn, in Gloucestershire, when an enormous lower dome of one of the 1,000-ton pressure vessels was moved a short distance by rail from its temporary welding chamber to its permanent foundation. The pressure vessel, which, when completed, will be 80 ft. in height and 50 ft. in diameter, is the largest of its kind in the world to have been welded from 3-in. steel plate. It is more than twice the size of the Calder Hall vessel and half as thick again. The lower dome, built up of sixty-three plates each weighing more than three tons, was constructed on a movable platform mounted on bogies. A conical temporary roof—rather like a Victorian bandstand in its shape—protected the workmen as they welded the plates and as every inch of each joint was X-rayed. The plan for the construction of this power station by the A.E.I.-John Thompson Nuclear Energy Co. required that the welding of the vessel should begin last May, some time before its foundations were complete, hence the necessity for prefabrication in a position which is rather remote from its final one. When the dome was ready to be moved, two rail tracks were built from the centre of the reactor foundations to the position where it was under construction. A section of the railway bridge was supported by a Bailey bridge. The use of a railway and bogies made other lifting devices unnecessary. When the dome was in position, workmen started to close the gap in the thermal shield which had been left for its entry.

On left—

THE END OF AN UNUSUAL RAIL JOURNEY: A large 200-ton bottom dome belonging to one of the 1,000-ton steel pressure vessels at the Berkeley Nuclear Power Station, in Gloucestershire, is seen on a temporary railway as workmen at the site move it into its permanent position in the pressure vessel. The dome was constructed a short distance away from the pressure vessel and when completed two rail tracks were laid from the centre of the reactor to the temporary welding chamber where it was housed. The dome was carefully moved on its bogie wheels and "shunted" across to the pressure vessel. The dome had been under construction since the end of May.

The picture reproduced *above* shows a deep trench which has been cut by a British excavator when it was used on farm land in Austria for the first time. Many Austrian agricultural workers watched the British machine in operation and were reported to have been favourably impressed by its performance. Another picture of the excavator can be seen *immediately below*.

A MACHINE TO AID GARDEN CULTIVATION

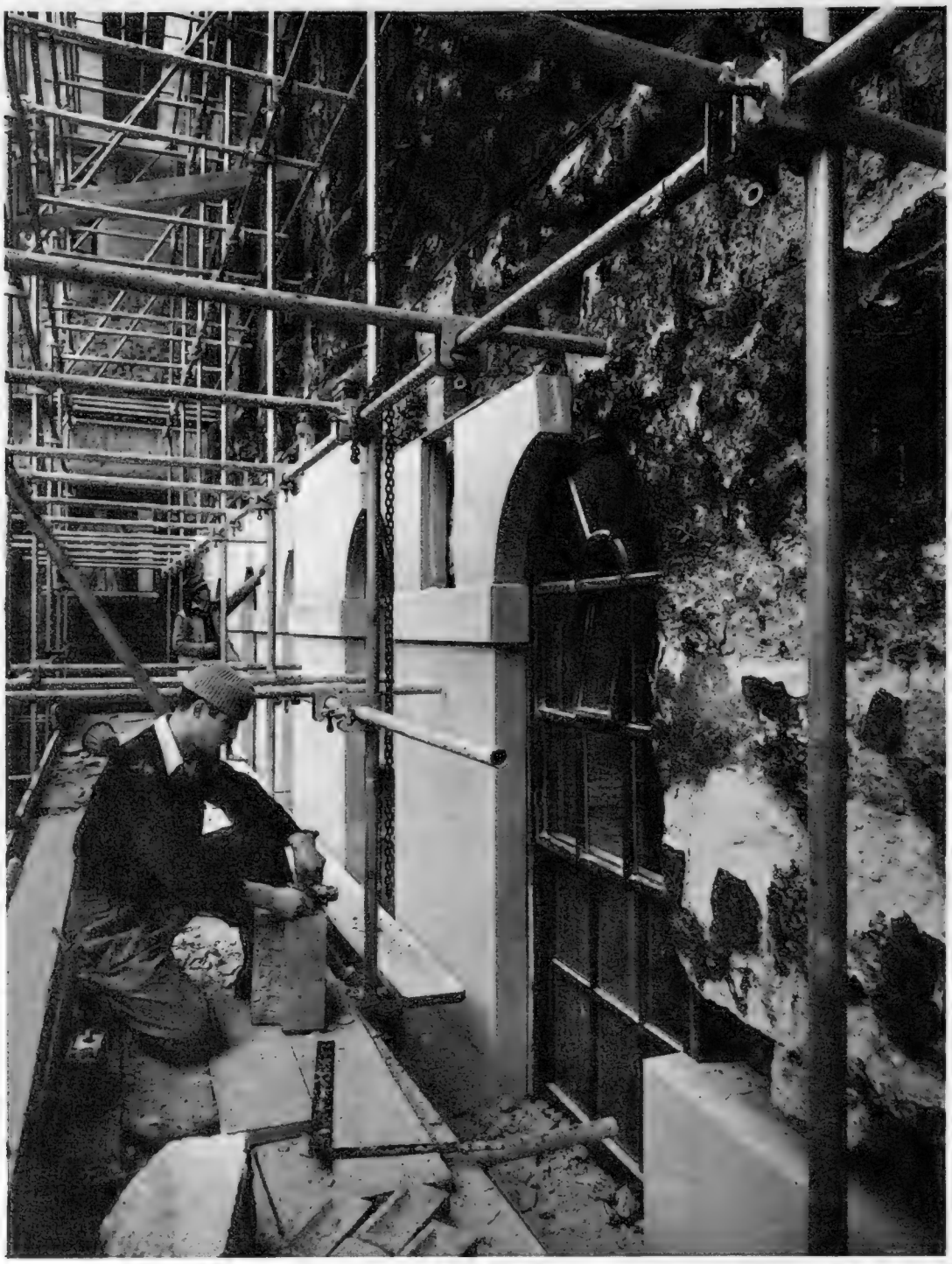
This close-up view of the Allen and Simmonds Universal Auto Culto shows it ploughing the ground, one of the many uses to which it can be applied. Machines such as this have had a revolutionary effect on the methods of cultivating gardens of all sizes and of smallholdings. The Auto Culto is capable of ploughing with exceptional ease to a depth of between 7 and 8 ins. and a width of 8 ins. It can also cultivate, by a rotary method, cut grass, trim hedges and saw sections of wood. In addition, this Allen and Simmonds machine can spray and ridge and hoe.

A BRITISH EXCAVATOR IN AUSTRIA

This picture of the Cleveland excavator which made a successful debut digging trenches in Austria shows a section of the complicated digging machinery. The excavator is capable of making more than three miles of trench to a depth of about 5 ft. per day. At the present moment it is being used to dig trenches needed to carry numerous gas pipes being laid between Schwechat and Semmering. This is the first time that a British machine such as this has been used in Austria, and on its appearance it aroused considerable interest. Officials as well as workers watched its performance.

OXFORD'S APPEAL PASSES £500,000

But More Than Another £1,000,000 is Needed for its Buildings Restoration Fund



A BUILDING IN THE PROCESS OF RESTORATION IN AN OXFORD COLLEGE: Masons work on a new face in one of the quadrangles of Trinity College. The decayed structure on the right is typical of many buildings in Oxford. The appeal for £1,750,000 for the restoration of the University's buildings has so far produced £500,000.

A CRUMBLING GABLE: Clipsham stone is being used to repla the Headington stone on the coping of this section below th roof at Wadham. Its buildings date from the early seventeenth ce ury.

The Oxford Historic Buildings Appeal has passed the first £500,000 towards its target of £1,750,000. This was announced last week by Lord Bridges, Chairman of the Trustees of the Fund.

The appeal was launched in June. The total asked for is the sum needed for the repair of Oxford's Historic Buildings over ten years, over and above what the Colleges and the University can provide. Many of the buildings are constructed of soft stone. Their foundations were often faultily laid, especially in the seventeenth and eighteenth centuries. In the twentieth century the weather and the grime and chemicals in the atmosphere of industrial Oxford have had a savage effect upon their façades. In inaugurating the fund, the Trustees sent a letter to the 60,000 living Oxford graduates and also to certain charitable trusts so that Oxford sons and daughters could show their allegiance to their university before the Appeal was made to the general public.

Now a second letter has been sent to the graduates. This is by way of a progress report. It conveys the thanks of the Trustees to the 7,000 graduates who have so far responded and contributed over £250,000. However, it is felt that many who intend to subscribe have not yet done so.

Although the Appeal has been directed to Oxford graduates only, the unsolicited support received from the general public has been very encouraging. Several hundred people in Britain and overseas have contributed. The City of Oxford has launched its own appeal.

The new letter contains a most interesting analysis of the subscriptions to the fund. The largest individual amount so far given is £15,000 by Lord Brand to New College. The smallest is sixpence in stamps. There have been many ten-year covenants of from £2 to £5 a year. The clergy have been very quick in their response, and the women graduates have been most generous when it is realised that their colleges are not in need of benefit from the fund.

The non-Oxford donors include firms which have no apparent connection with the University, schools, institutions, elderly ladies in hotels and £1,000 from the Bohlen Company of Essen, deriving from two German Rhodes Scholars, Berthold and Harald von Bohlen and Halbach.

A PRECARIOUS SITUATION: In University College the top of a cornice has been removed and the masonry tied back with a steel rope.

MODERN REPAIRS ENDANGERED BY DECAY IN ANCIENT MASONRY: The chimney stack on University College was rebuilt in modern times. But it is in danger of collapse from decay in its much older base.

Of the total so far subscribed, £200,000 has come from two very large donations—£150,000 from the Pilgrim Trust and £50,000 from the Rhodes Trustees. All Souls College, whose own fabric is in relatively good repair, has promised £10,000 spread over ten years, and Merton, which is in a similar position, is giving £1,500. Melbourne University in Australia has sent £100. An American newspaper editor has not only sent a gift but also published the appeal in his paper. The Trustees, in their letter, are even able to report a communication from "a member of The Other Place." It reads: "I am a Cambridge graduate but I am sure that the preservation of Oxford is a cause worthy to be supported by all who care for beauty or tradition and I am happy to make my contribution."

This surely should shame all Oxford men and women who have not yet contributed. The address of the Appeal Secretary is: 18, Museum Road, Oxford. Cheques should be sent to Barclays Bank, Old Bank, Oxford, and made payable to the Trustees of the Historic Buildings Appeal.

SCAFFOLDING IN WADHAM: The first stage of repairs in the college is being carried out on the gables under the roof. Many buildings in Oxford are constructed of soft stone which, especially in the seventeenth and eighteenth centuries, was faultily laid.

RENOVATION IN A NEW TYPE OF STONE: In the Durham Quadrangle at Trinity College, Bath stone is being used to replace the decayed Headington stone. The Trustees of the Oxford Historic Buildings Appeal issued a report last week on the state of the Fund.

NIFICENT FIFTEENTH-CENTURY CEILING: A beam below the ceiling orned with the arms of the University in Duke Humphrey's brary in the Bodleian Library is treated after being stripped.

DECAY IN THE SUPPORT OF BATTLEMENTS: On the tower in the Radcliffe Quadrangle of University College, the comparatively new stonework on the top is in danger of collapse because of the decay in the soft structure below. The gargoyles have almost entirely lost their shapes as result of the ravages of the weather.

STAGES IN THE RESTORATION OF A 300-YEAR-OLD CEILING WHICH BROKE AWAY FROM ITS MAIN TIMBERS: *Left*—The ornate carvings in Lincoln College chapel, which were made in the seventeenth century, are cracked and broken. The cause of the damage was wood-worm. *Right*—New oak boards are being fixed into the timbers to replace the decayed wood. The work at Lincoln College, which was started in July and finished last month, was carried out with a grant from the Buildings Fund.

The World of Books

"IRRESISTIBLE FORCE"

The Life of Dame Ninette de Valois; Impressions of Italy, Greece, Persia and Japan; Lord Mountevans on Polar Exploration; Four New Novels

ANYONE who has come into the orbit of Dame Ninette de Valois knows that her elegant little frame and neat, decided head belong to one of those phenomena of nature, the irresistible force. From her Irish childhood to her present eminence in the world of national and international ballet, Dame Ninette has travelled a long way, worked immensely hard, and not only imposed her own high standards on scores and scores of young dancers but influenced them through her single-mindedness of purpose. What she has meant to ballet dancing in this country, and to ballet dancers from all over the Commonwealth, is incalculable. Her story is to some extent the story of what began with Sadler's Wells and is now at last recognised as the Royal Ballet. Her autobiography, COME DANCE WITH ME (Hamish Hamilton. 25s.), is, luckily for us, a little more personal than that and carries the imprint of her sensitivity and her natural dignity.

Now for a group of travel books, though that is a bald enough description for subjects ranging over Europe, to Japan, and the Polar regions. THE SKY IS ITALIAN (Harvill. 21s.) is by Mr. Anthony Thorne, who can be one of the most light-hearted of writers (witness *The Baby and the Battleship*), and is here concerned with a kind of declaration of love for Italy, in its least known aspects and its unexpected moments. I found his book enchanting and as readable as the liveliest novel. Mr. Thorne takes the reader to visit volcanoes and villages, to note the fact that German travellers are, and always have been, more methodical than any others, and to enjoy with him the sun, the country, the people and their legends.

A PERSIAN SPRING (Barrie. 25s.) is Mr. Wilfrid Blunt's account of his four-month visit there, during which he tirelessly and generally uncomfortably travelled, photographed, looked and listened. "I can perhaps best describe myself," he writes, "as a tourist in lands not yet organised for tourism." Having gone to Persia to see its landscape, its architecture, its flowers and its people, presumably in that order, he owns himself rather disappointed with the flowers, though the mosques and the mountains were more beautiful than he had dared to hope, and had, as his most vivid impression, the friendliness and hospitality of the people. Again, this is a book that cannot fail to stir the reader's interest, in the most personal and non-political way, in a strange and lovely land.

Mr. Blunt has for twenty years been drawing master at Eton; Mr. C. P. Lee, who has written ATHENIAN ADVENTURE (Gollancz. 18s.), was in Greece as a Fulbright Visiting Professor at the University of Athens. His book lacks the entertaining pages of photographs which many writers of a comparable book would have included, but has so much natural vitality in its writing that perhaps pictures of any sort would have been redundant. Up and down breakneck roads, in and out of death-defying buses, travelling around the country in many more districts than the title indicates, it is small wonder that Mr. Lee has added the phrase: *With Alarums and Excursions*. But he seems, on the whole, to have had a splendid time, in a not particularly professorial way.

BEYOND ATHENS (Bles. 21s.) could have shared at least some of its illustrations with the last book. Miss Monica Krippner has written here of her recent journeys through Greece, her discoveries—since even the Parthenon is discovered again by every person who sees it for the first time—and the people she met and talked to with an Australian's typical friendliness. The author's style is pleasant but earnest, rather in the manner of one imparting useful information, but her book unquestionably has its interest, not least in its assessment of the position of women in modern Greece.

A JAPANESE FAMILY (Wingate. 15s.) is a book with a different kind of focus, for in this Mr. John Sykes, an English Quaker whose wife speaks fluent Japanese, writes of a long stay in Kyoto. They came to know one family exceptionally well, sharing their life to some extent and beginning to have a real understanding of the nation. Fascinating, in a sober way.

FROM HUSKY TO SNO-CAT (Staples. 16s.) can be recommended for reading that is as factual as it is exciting. Admiral Lord Mountevans, who died recently, was with Scott in the Antarctic forty-five years ago. His posthumous book is a short survey of Polar Exploration as it was in the past and as it is organised and carried out to-day. As always, where the hazards are so great, the one unchanging factor remains human courage.

Just two years ago a group of young American missionaries with their wives and babies set out to reach the Auca Indians in a remote part of the Ecuadorian jungle and to teach them the words of the Gospels. They were brave, they were dedicated and they were practical, making use of what modern techniques they could and relying partly on light aircraft, tape recorders, two-way radios and a psychological approach to the timid and hostile Aucas. Five of the missionaries were ambushed and killed, but the work has been continued by others, notably by the young widows, one of whom, Mrs. Elisabeth Elliott, has written the story in collaboration with the four others. THROUGH GATES OF SPLENDOUR (Hodder and Stoughton. 16s.) is a moving and is a fitting memorial to the youthful evangelists.

THE BRIGHTON "COMET" CLIMBING REIGATE HILL: This is one of the many coaching prints of James Pollard reproduced in *The Regency Road*, by N. C. Selway (Faber. 4 gns.). The sixty-six prints are in colour and the author gives details about their original publication which will be of great value to print collectors. In his opening chapter on the life of Pollard, the author provides much original information about the painter, who was born in Islington in 1792 and died in Chelsea in 1867. Hitherto only the barest facts of his life have been known. Mr. Selway has also included a most useful note on the method of aquatint engraving. James Laver contributes an excellent introduction entitled "The Great Age of Coaching."

In the vaults of a London bank quite recently there were discovered the journal and papers of one John Grant, a young man of good family and education who had been sentenced in 1803 to transportation for life as a result of a *crime passionel*. Mr. W. S. Hill-Reid has pieced together an extraordinary story from these documents, one that shows young Grant as a man capable of violence, but also of suffering almost intolerably for a cause that he deemed good. In New South Wales this charming and good-looking man, whose life could have been considerably eased if he had, in modern parlance, played his cards right, took up the cause of the worst treated criminals and was brutally punished for his partisanship. Eventually he was granted a pardon through Admiral Bligh's help and returned to England in 1811. JOHN GRANT'S JOURNEY—A CONVICT'S STORY 1803-1811 (Heinemann. 21s.) is a real addition to our knowledge of early Australia; an absorbing volume as well as an important one.

UNHOLY ALLIANCE (Chatto and Windus. 25s.) is an account of Russian-German relations from the Treaty of Brest-Litovsk to the Treaty of Berlin or, in other words, from the end of the First World War to the beginning of the second. Dr. Gerald Freund has made a study of the uneasy partnership between the two nations which were for years outcasts from the society of nations. It needs no particular aptitude with a crystal ball to see how timely is the production of this profound and lucid work.

If there are still those interested in the Italian trials following on the death, in 1953, of a girl on a beach near Rome, then Mr. Wayland Young's book is what they need. THE MONTESI SCANDAL (Faber. 18s.) makes this tremendously involved case as clear as it is humanly possible to make it, quotes much evidence actually given in court, and comes to the conclusion that "there has been no one who behaved really well."

GOLDEN SECTIONS (Methuen. 25s.), a book of essays by the artist, Mr. Michael Ayrton, is as far removed in mood from the last book as one could imagine. Mr. Ayrton writes of art, life, music and letters and has an admirable passage on the art of Degas, as well as an analysis of Michelangelo which is as good as anything I have read on the subject.

Four novels this week prove that it was not only Cleopatra who had infinite variety. The first, GIOVANNI'S ROOM (Michael Joseph. 15s.), is the work of a young American writer, Mr. James Baldwin, who, we are told, became a preacher when he was fourteen but gave it up three years later. We can be glad that he decided to be a writer, because he is on his way to becoming a very good one indeed.

CITY OF SPADES (Macgibbon and Kee. 15s.) is by Mr. Colin MacInnes and is a picaresque affair about London and the self-styled "Spades," or Africans and West Indians who have settled here since the war. Full of zest and affection. Informative, too.

SOUND OF A DISTANT HORN (Sheed and Ward. 15s.), Mr. Sven Stolpe's powerful Catholic novel, has been translated from the Swedish by Mr. George Lamb. The scene is mainly Paris, and the theme, that man's relationship with God is above that of man with his fellows, is worked out in simple, deeply human terms.

Mr. Richard Pape has been described as one of the last of the buccaneers. He is also an inimitable writer of adventure stories, in which perhaps even he scarcely knows where fact and fiction merge. FORTUNE IS MY ENEMY (Elek. 13s. 6d.) is possibly not literature, but it is exciting and it has at least the flavour of authenticity.

Vernon Fane

COMMUNIST CHINA

A Survey of 600,000,000 People

It was inevitable that when Marxism had its impact upon China, China would also have its impact upon Marxism. The Chinese spirit possesses a remarkable ebullience and dominance, whatever fate may have in store for this vast nation of 600,000,000 people. In BLUE ANTS (Secker and Warburg. 25s.) Robert Guillain, of the Paris newspaper *Le Monde*, who travelled extensively through China in 1955, gives his assessment of the country after eight years under the red flag. It is a wonderfully detailed survey, and gives credit for many material successes; but the indications are that many advances have been made at the expense of individual freedom. Indeed, the author's summing-up is that the material balance-sheet is remarkable and the spiritual balance-sheet "terrifying," and this despite the fact that China has to a large extent moulded Marxism and accepted no blank cheque from Moscow, no ready-made pattern for her new society.

On the evening of October 21, 1956, a speaker over Warsaw radio declared, "This is spring in October, the spring of awakened hopes and awakened national pride." Gomulka's rebellion against the dictatorship of Moscow succeeded, whereas the Hungarian rising failed tragically. Poland, the typical Soviet satellite, or so it seemed, resumed her traditional role, setting aside the masters of the Kremlin with what appeared to the Western world almost a shrug of the shoulders. We all know that it did not happen quite like that; a vast build-up of forces was required to break the power of the secret police and to create the conditions favourable for Gomulka's return. In SPRING IN OCTOBER (Weidenfeld and Nicolson. 21s.) Konrad Syrop tells the story with a rare combination of attention to fact and readable exposition. Poland has achieved a prodigious balancing act between East and West; Soviet Russia could crush her at will, but not all the trumps are in Soviet hands and, as the author so skilfully shows, Poland is not wholly the prisoner of Russia.

Commander Alan Villiers is not only one of our foremost authorities on the sea, he is a writer with a magic touch. If by any chance his subject is the age of romantic sail he is at his delightful best, for he himself has more than once raced home through the trades and known the delight of speed without mechanical power in one of the great grain racers. His latest book, THE WESTERN OCEAN (Museum Press. 30s.), is the story of the North Atlantic, of its physical characteristics, of the pioneers who have sailed and charted it, and the men who have contributed to the creation of the Atlantic ferry, both on the surface and in the air. Safe though it is to-day, says Alan Villiers, the North Atlantic is still the most dangerous and roughest of oceans.

The border between Northern Ireland and the Republic is in the news almost constantly these days. Richard Hayward, who has written so much, so intimately and well about Ireland north and south, now takes this disputed frontier as his subject in BORDER FORAY (Arthur Barker. 15s.), discoursing about it

ILLUSTRATIONS AND INFORMATION

THE WORLD WE LIVE IN (Collins. 30s.) is a special edition for young readers adapted by Jane Werner Watson from the original version by the editorial staff of *Life* and Lincoln Barnett. Profusely illustrated with paintings in colour, maps, photographs and charts, it is a fascinating history of the planet on which we live. Two years of research by expeditions in many parts of the globe went into the making of the volume, which shows how the Earth came into being, how it took its shape and how the various forms of life evolved on it. Young readers will certainly find it absorbing, and so will older ones.

Patrick Matthews undertook the original task of gathering examples of descriptive writing expressing the pleasure to be obtained from collecting or watching butterflies and moths. The result is THE PURSUIT OF BUTTERFLIES AND MOTHS (Chatto and Windus. 30s.). Here is an anthology of a most delightful kind. Virginia Woolf, Gene Stratton Porter, Compton Mackenzie, H. M. Tomlinson and John Moore are some of the variety of authors whom Mr. Matthews has "collected." Butterflies and moths in the English countryside, in Asia Minor, in the Pacific islands—it is a global survey. With the text are over sixty splendid photographs, some in colour, of the insects themselves and the happy hunting-grounds for collectors.

A steeplechase is defined in the dictionary as a horse-race across country or on a made course with artificial obstacles. The name derives from the fact that originally the finish was often near a church and the contestants would ride towards the steeple. Hitherto most people have probably been somewhat vague about the history of steeplechasing and how and where it began. Now this has been remedied in a most attractive volume, PORTRAIT OF A SPORT (Longmans, Green. 45s.). The author is Elizabeth Eliot. She shows with a wealth of prints and pictures how the sport developed from a combination of the hunting-field and flat racing. The [illegible] not only concerned with Britain, but also with the evolution of steeplechasing in America.

[illegible] Beaton has collected what he calls an International Scrapbook of People and Places in THE FACE OF THE WORLD (Weidenfeld and Nicolson. 42s.). "Scraps" are a very modest description to apply to these examples of the art of one of the most distinguished contemporary photographers. Mr. Beaton sees everything and everyone with an original eye. His drawings, designs and written assessments of people and places add to the reader's pleasure.

[illegible] Shell Transport and Trading Company celebrated its diamond jubilee last month. To mark the occasion it has published THE SCALLOP, which is subtitled Studies of a Shell and its Influences on Humankind. Under the editorship of Ian Cox, experts have contributed eight sections, dealing with such matters as the history and symbolism of the scallop, and its place in art and even on the table. On almost every page there is a superb colour-plate and the handsomely tooled binding contains a volume which is superb in every way. Primarily intended for shareholders and the staffs of Shell companies, a limited number of copies is available to the public on written application to the Shell Museum Company, No. 1, Kingsway, London. It will be eagerly sought at the price of 14s. 3d.

C. D.

[illegible]human, historical and topographical viewpoint. A most engaging book.

[illegible]no Martin's THE SHELTERING DESERT ([illegible]ham Kimber. 25s.) is a unique account of experiences in the Namib Desert, which lies on the coast of South-West Africa between Windhoek and the sea. It is an inhospitable land, in which the author made his home for two years, living almost the life of a Stone Age man. This is a supremely well-written account, with some really excellent photographs.

THE GREAT HORSE OMNIBUS (Eyre and Spottiswoode. 25s.) is edited by Thurston Macauley and is an anthology in prose and poetry of the finest accounts ever written about horses. They range from Homer to Hemingway, and include such delightful surprises as Winston Churchill's description of the cavalry charge in which he took part at the Battle of Omdurman. The book deserves to be a favourite; it is packed with good things.

In the St. Martin's Library of paper-back books the four latest titles are Hardy's JUDE THE OBSCURE (4s. net), the same author's UNDER THE GREENWOOD TREE (3s.), Charles Morgan's THE FOUNTAIN (4s. 6d.), and Hugh Walpole's JEREMY (3s. 6d.).

Three new additions to The World's Classics series are SELECTED STORIES, by Henry James (Oxford University Press. 8s. 6d.), MODERN IRISH SHORT STORIES, selected by Frank O'Connor (7s. net), and Joseph Conrad's VICTORY (8s. 6d. net). R. C. E.

THE AUTUMN SEASON AT COVENT GARDEN

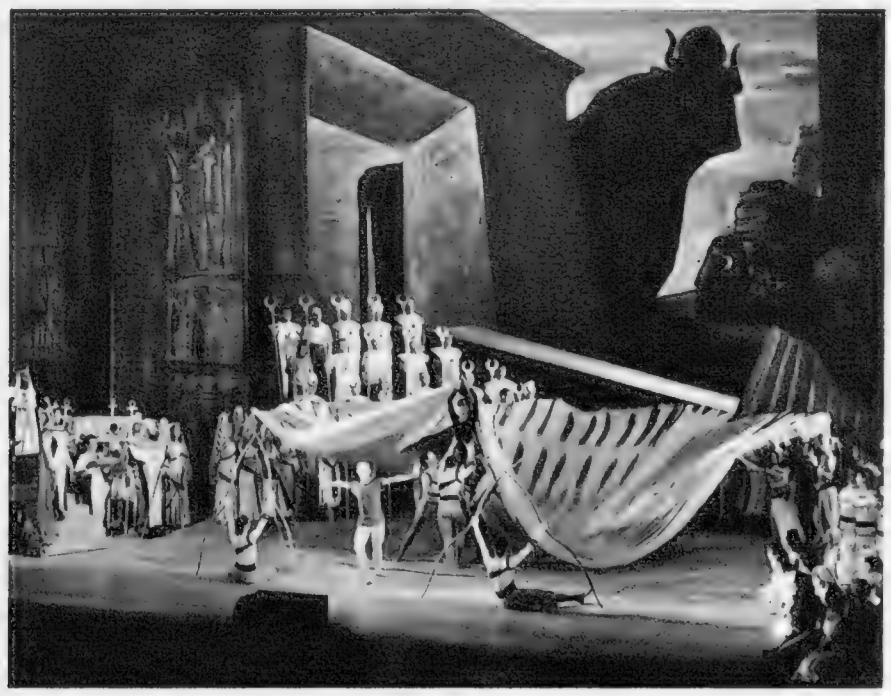
"AÏDA" AT LONDON'S ROYAL OPERA HOUSE: Principals and chorus are on the stage in this scene from *Aïda*, with which opera the autumn season opened at Covent Garden last week. At the front, from left to right, are Ramphis, sung by David Kelly, The King, sung by Joseph Rouleau, Radames (Albert da Costa), Amneris (Fedora Barbieri) and Aïda (Amy Shuard). Mr. da Costa took Radames in place of Jon Vickers, who was ill.

The opening production for this year's autumn season at the Royal Opera House, Covent Garden, was *Aïda*. For the first time in the history of the company both an opera and its choreography were produced by a woman, Madame Margherita Wallman, who is Viennese. The decor and costumes are designed by Salvatore Fiume.

Radames was to have been sung by Jon Vickers, who has recently come from Canada to join the company. However, as he was ill for the opening performance his part is being taken by the tenor from New York, Albert da Costa. The other leading singers are David Kelly, Fedora Barbieri, Amy Shuard, Joseph Rouleau and Jess Walters. The opera is being given in Italian.

THE PRODUCER: Madame Margherita Wallman is the producer of *Aïda*. She is the first woman to have produced an opera and its choreography at Covent Garden.

THE PRINCIPALS: From left to right they are Radames, Amneris, The King, *Aïda*, Amonasro (played by Jess Walters) and Ramphis. The opera, by Verdi, is conducted by Rafael Kubelik.



On left—

THE BALLET SCENE IN VERDI'S OPERA: Alexis Rassine is seen at the front of the stage and Gillian Lynne is being lifted up in the group behind him. The decor, which was designed by Salvatore Fiume, was praised by the critics for its striking qualities.

CHAMPION DOGS ON SHOW

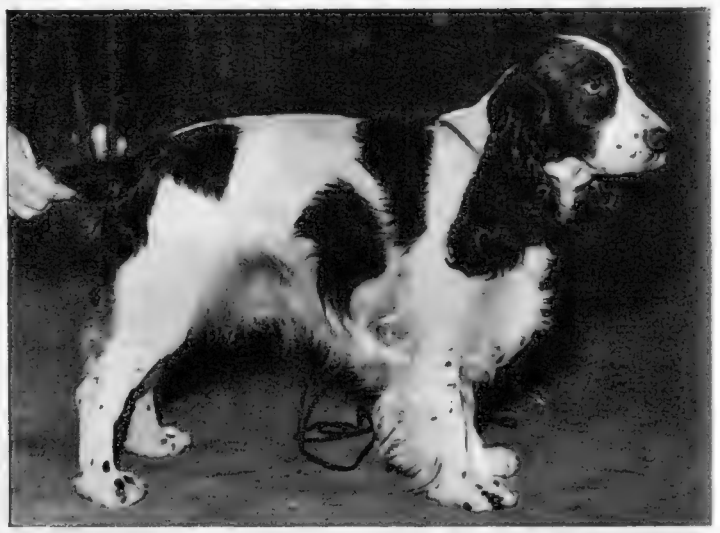
A Record Entry for the Ladies' Kennel Association Championship at Olympia

PRESENTING THE SILVER CUP FOR THE BEST IN SHOW: The Countess de Changay is presenting the Best in Show trophy to Mr. K. Bounden, of Exeter, whose three-year-old Bedlington terrier won the supreme award. *On right*—Collies are lined up with their owners in the judging ring at Olympia. Nearly ever breed of dog was on view at this annual championship show. With a total entry of 6,299, made up by 3,629 exhibits, it was the largest one-day Dog Show in the world. The Bedlington terrier which won the Best in Show award was owned jointly by Mr. Bounden and Mr. C. Adamson, both of Exeter. She was an outstanding terrier presented in an immaculate condition. The Reserve Best in Show award went to the Afghan hound Ch. Taj Akmed of Chaman, owned and bred by Mrs. M. Sharpe, of Dumfries.

On right—
THE BEST IN THE SHOW: She is Ch. Tol-Pedn Fairmaid, a Bedlington terrier owned jointly by Mr. K. Bounden and Mr. C. Adamson of Exeter.

IN CONTRASTING STYLES: *Above*—Standard Poodle Tullerone James receives a final trim and brush before judging by the owner, Mrs. Marshall Foster, of Harpenden, on left, and Miss Sheppard. *Below*—The award for the best entrant in the Cocker Spaniel class went to this fine specimen, Colinwood Outrider, owned by Mr. A. W. Collins.

Above—**IT 'S A DOG'S LIFE!** These two Afghan hounds, Rajan of Khairpur, on left, and Sarraz of Musaqala, are owned by Mrs. Aimee Marsh of Hampton on the Hill. Many dog-lovers were attracted to the Ladies' Kennel Association Show, the largest one-day Dog Show in the world.



On right—**I CAN'T SEE A THING!:** Mr. and Mrs. A. G. Wilkinson's Old English Sheepdog, Reculver Sugar Bush, is led out of the judging ring after gaining the best of class award. The 100 varieties of dogs which were on view at Olympia were thoroughly inspected and examined by a panel of seventy-five judges.

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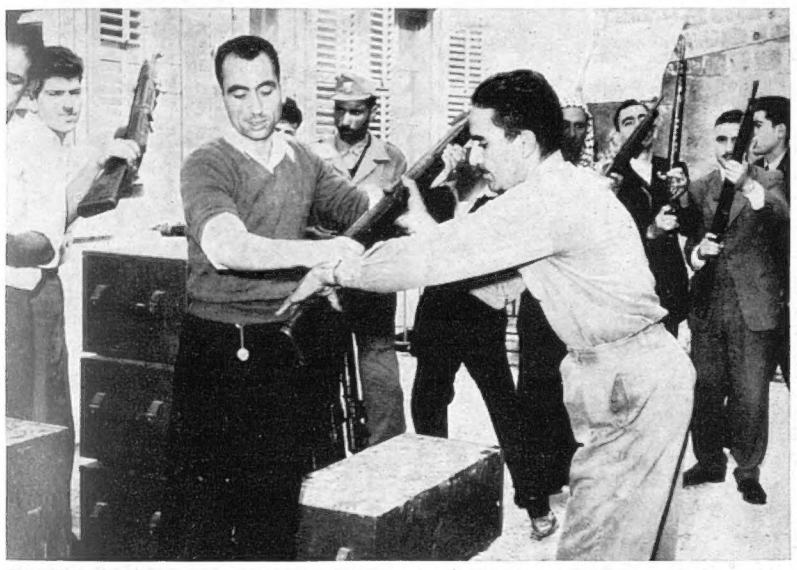
TROUBLED FRONTIER

Scenes from Both Sides of the Turco-Syrian Border

The pictures on this page give some idea of the situation, as it was last week, on the Turco-Syrian border. On the Turkish side troops stood by at and near the frontier posts, but there were no reliable reports of large-scale troop movements. In Syria the population, especially the inhabitants near the border, were continuing to be exhorted to rally to the defence of their homeland. In Aleppo, which is the largest community near the frontier, the men were being encouraged to volunteer for the People's Resistance Force—a kind of "Home Guard"—and its members were being issued with arms. The drilling of the squads in the various weapons certainly seems to have aroused local interest. Enthusiasm was kept high by the promise of a "Fortifications Week" in Damascus, to start last Monday, when President Kuwatly was scheduled to turn the first sod in a trench-digging operation.

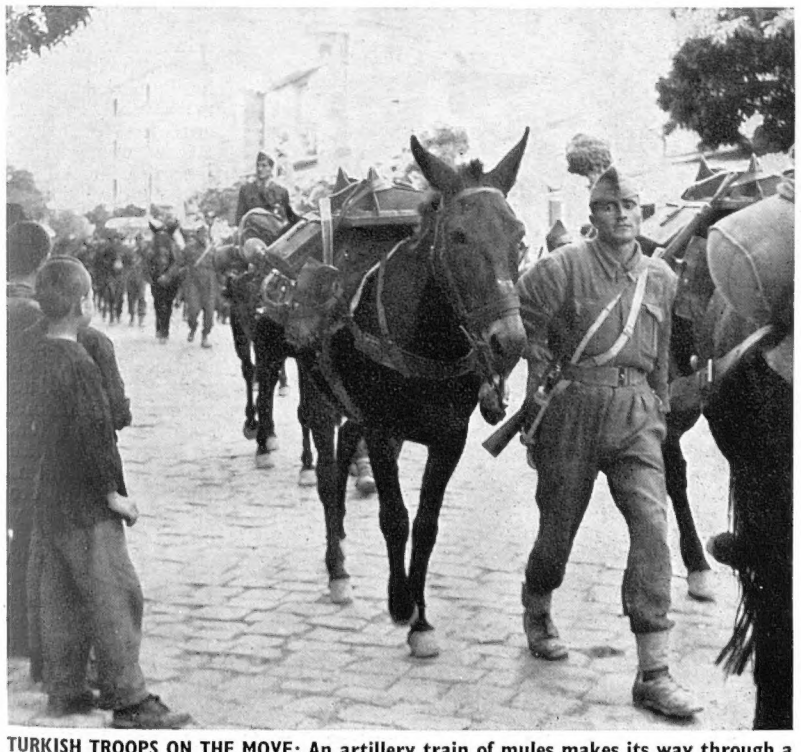
Meanwhile the border was maintained as an international issue by the note from Syria to the NATO powers expressing fear that the NATO exercises in the Eastern Mediterranean might be used as a cover by Turkey for an attack to the south. This move was clearly inspired by Russia, presumably as the price for the arms and military equipment supplied to Syria by Moscow.

SYRIA'S "HOME GUARD" IN TRAINING: Volunteer civilians are instructed in the use of weapons in Aleppo. Presumably they are learning the motions of grenade-throwing without the weapons. Aleppo which, with a population of 381,000, is the largest Syrian community, is the nearest town to the Turkish border.

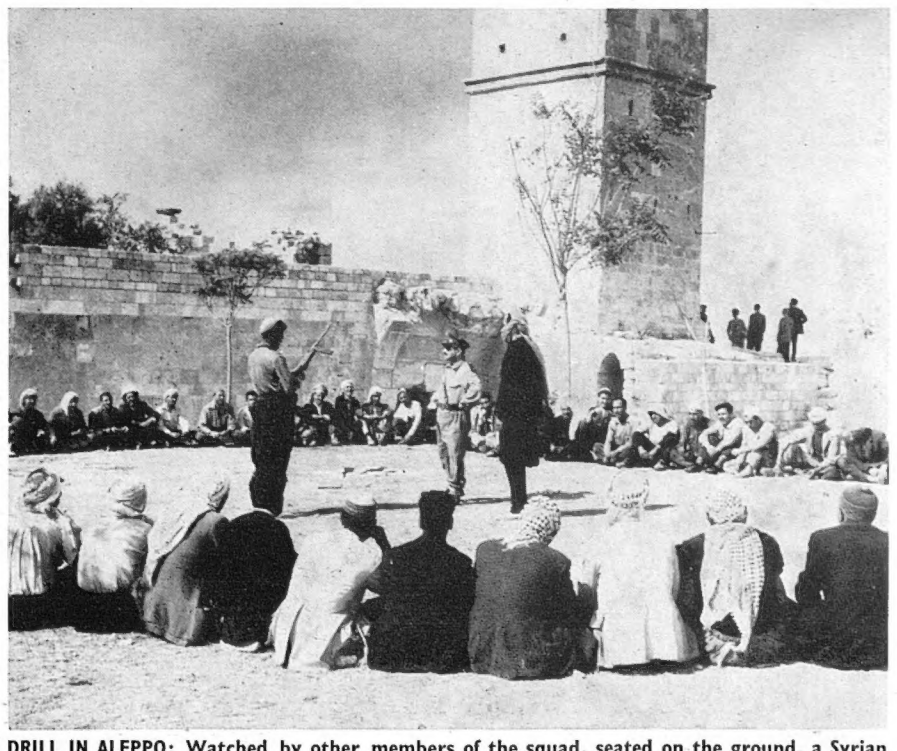


AN ISSUE OF ARMS: An official (on left) hands a rifle to a volunteer and shows him how to hold it at a depot in Aleppo. Other members of the Syrian People's Resistance Force are handling their newly-issued weapons in the background.

ON THE FRONTIER: Two steel-helmeted Turkish soldiers stand at their frontier post. Beyond the barrier are Syrian citizens. Reports of frontier incidents have all come from Damascus, where it was also stated last week that Turkish officers were seeking asylum in Syria.



TURKISH TROOPS ON THE MOVE: An artillery train of mules makes its way through a village near the southern frontier of Turkey. Syrian spokesmen have given estimates of the size of Turkish frontier forces—ranging from 50,000 to 100,000.



DRILL IN ALEPPO: Watched by other members of the squad, seated on the ground, a Syrian volunteer is drilled by an army officer in the use of his automatic rifle. It was reported that Egyptian officers in Syria were giving instruction in house-to-house fighting.

Meet Father Neptune

on Christmas Day

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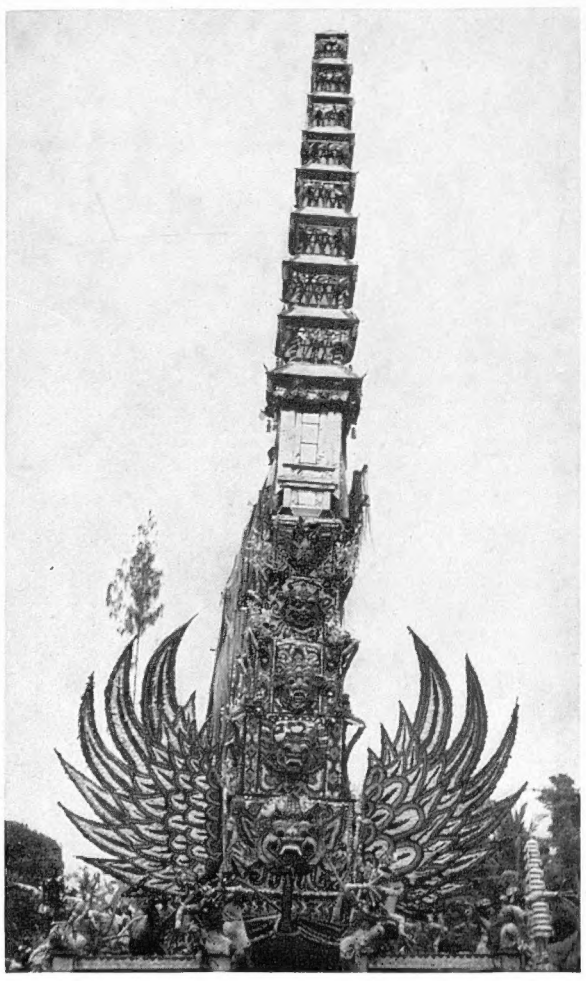
FUNERAL IN BALI

The Body of a Prince is Cremated According to the Island's Ancient Rites

A SACRED EFFIGY FOR THE FUNERAL PROCESSION: Representing a holy symbol of Hinduism, which is the religion of Bali, it had been made for the procession through the streets during the recent funeral of Prince Chohorde Alit Putra and four relatives at Bubud, in Bali.

On right—
ROYAL FUNERAL IN BALI: The body of one of Prince Chohorde's relatives, which was to be cremated with him, brings up the rear of the funeral. Members of the Royal family escort the body.

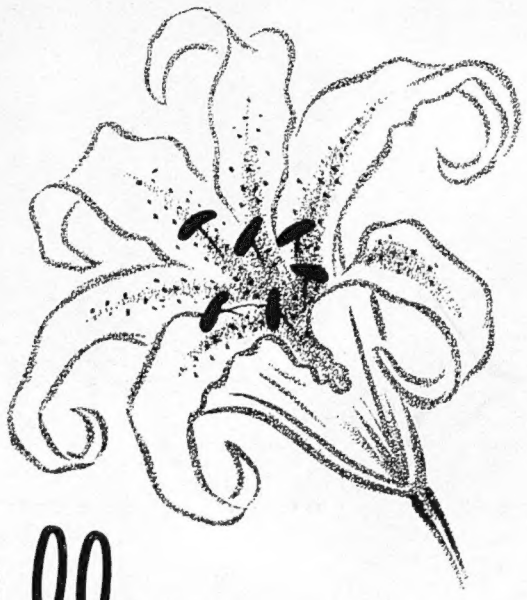
Below—
A PRINCE'S MEMORIAL: Within this ornate tower, carved with many religious symbols, the ashes of Prince Chohorde, who was reputedly killed in the struggle for Indonesian independence, were duly placed.



During the period when Indonesia was fighting for its independence, Prince Chohorde Alit Putra, a member of the ancient Royal House of Bali, was reported to have been killed. Two years ago his body was exhumed from the grave in which it had been hastily buried and placed in a specially constructed coffin. Recently the Prince was given his funeral with full Royal pomp and religious ceremony in the town of Bubud, on the island in Indonesia.

The bodies of four of his relatives, including a brother, were also borne in the procession in which members of the old Balinese Royal house were the chief mourners. As is usual in a funeral in Bali—the island's religion is a form of Hinduism—many ornate effigies of animals were carried before the corpses. The climax of the ceremony was the cremation of the Prince. His ashes were placed in a funeral tower, a tall, magnificently carved and decorated structure. Later, if the usual practices were observed, the ashes would be cast into the sea and the tower dismantled.

ASK FOR



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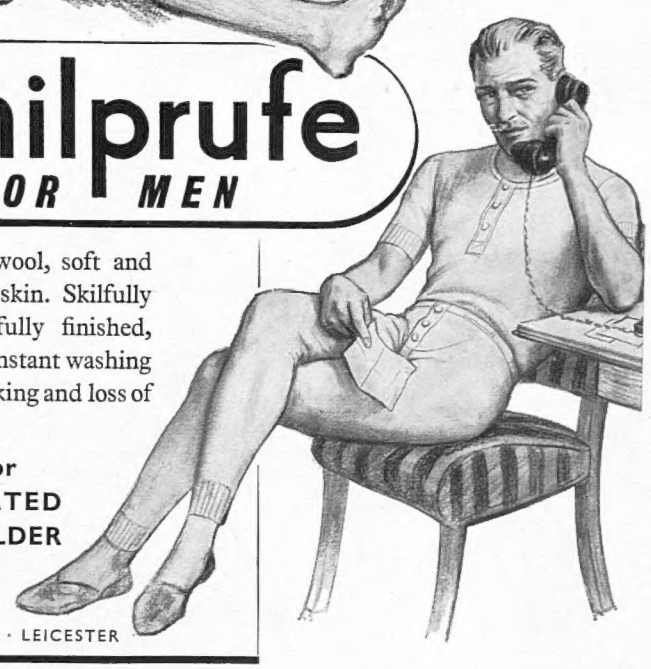

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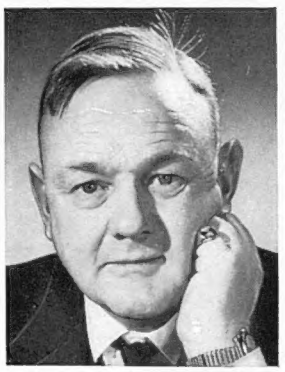

Photo by courtesy Sunday Times

The Rt. Hon. LORD HAILSHAM, Q.C.

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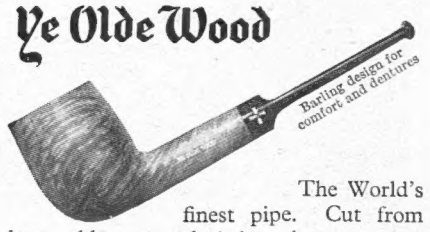

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